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Final Supplemental Environmental Impact Statement

Disposal of Portions of the Former Homestead Air Force Base, Florida

December 2000

Volume III: Comments on the Draft SEIS

IN THIS VOLUME

Volume III contains the comments received on the Draft Supplemental Environmental Impact Statement (SEIS) distributed for public review in December 1999. It includes transcripts of five public hearings held in south Florida during February 1–3, 2000, and copies of written comments postmarked on or before March 7, 2000, the last day of the public comment period.

The contents of this volume consist of an Introduction; a Comment Index; copies of the public hearing transcripts; copies of individual letters and written comment forms; and samples of identical letters, postcards, and petitions received by the Air Force concerning the contents of the Draft SEIS.

The **Introduction** describes the contents of this volume.

The **Comment Index** lists commentors, first, alphabetically by last name and, second, alphabetically by organization. Specific comments can be found using the following steps:

1. Find the commentor's last name in the first column of the **Individuals** index or the organization in the first column of the **Organizations** index.

2. Find the page number(s) of the comment(s) in the last column of the index. "O" denotes a page from the transcripts of oral comments, "W" denotes a page from the written comments, and "S" denotes a sample letter, postcard, or petition.

3. Turn to the appropriate page number in the **Comments** section.

The **Comments** section contains the public hearing transcripts in chronological order, followed by written correspondence and finally the sample letters, postcards, and petitions.

FINAL
SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT

DISPOSAL OF PORTIONS OF THE FORMER HOMESTEAD AIR FORCE BASE, FLORIDA

Volume III: Comments on the Draft SEIS

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VOLUME III: INTRODUCTION

This volume contains comments received during the public review and comment period for the *Draft Supplemental Environmental Impact Statement, Disposal of Portions of the Former Homestead Air Force Base, Florida* (December 1999). The public review and comment period started with the publication of a Notice of Availability on January 7 and lasted for 60 days, through March 7, 2000. During this time, five public hearings were held, on February 1, 2, and 3, where people could offer oral and written comments. Verbatim transcripts were taken of the public hearings, and written comments were received throughout the comment period.

The comments are presented in the following segments:

- Transcripts of the public hearings
  - — February 1, 2000, 5:30 p.m.–11:45 p.m., South Dade Senior High School, Homestead, Florida
  - — February 2, 2000, 10:30 a.m.–3:30 p.m., Signature Gardens, Kendall, Florida
  - — February 2, 2000, 7:00 p.m.–11:00 p.m., Signature Gardens, Kendall, Florida
  - — February 3, 2000, 12:30 p.m.–2:50 p.m., Renaissance Ballroom, Miami, Florida
  - — February 3, 2000, 5:30 p.m.–11:25 p.m., Renaissance Ballroom, Miami, Florida
- Written comments postmarked on or before March 7, 2000.
- Sample letters, postcards, and petitions postmarked on or before March 7, 2000.

The written comments include comments sent directly to the Air Force, as well as comments pertaining to the Draft SEIS that were sent to other federal officials (e.g., Secretary of Defense, Vice President, President, member of Congress) and forwarded to the Air Force. A number of individuals sent letters to multiple addressees. If those letters were identical, only one is included in this volume. Similarly, if several people submitted the same letters or postcards or signed petitions, samples of the letters, postcard, and petitions are included in this document rather than all of the individual copies. The samples indicate how many of that particular letter or postcard were received, or how many signatures were on the petition. In general, if commentors submitted attachments or newspaper articles with their comments, they are included. Exceptions are voluminous published documents (such as other environmental impact statements), in which case only the cover is included, and newspaper articles unaccompanied by other comments.

A number of written comments were received after the close of the comment period. They were reviewed by the Air Force and Federal Aviation Administration (FAA) to see if any significant new issues were raised. It was found that the concerns they raised were similar to those raised by other commentors. The late comments have not been included in this document, but the topics they discussed are believed to be addressed.

Following this introduction are two versions of a Comment Index. The first lists individuals who commented at one of the public hearings or in writing, alphabetically by last name. Some of the names on the written comments were not legible, and those are listed as "Unknown." If commentors identified themselves as affiliated with an organization, that is also listed (in the second column). The second version lists the organizations alphabetically. Neither index includes individuals who sent in pre-printed postcards or who signed petitions, unless they also spoke at a hearing or sent in a separate written comment, but their inputs are part of the record.

Next to each name and organization is a column with one or more Reference Numbers. If an individual sent in more than one written comment, spoke at more than one hearing, or provided both oral and written comments, multiple Reference Numbers are listed. The Reference Numbers begin with an "O," a "W," or an "S." "O" refers to an oral comment given at one of the public hearings, "W" refers to a written comment, and "S" refers to a sample letter (indicating multiple identical letters received). The last column lists the page number of the comment or letter.

The Reference Numbers on the hearing transcripts are printed next to each commentor's name (without the "O"). The Reference Numbers on the written comments are printed (without the "W") in the upper right hand corner of the first page of the comment. Some numbers in the sequence are missing. This denotes that duplicate copies of some letters were received and only one copy is included.

The Air Force and FAA prepared responses to address the comments received on the Draft SEIS. Those responses are contained in a separate volume, Volume IV.

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[1] "O" refers to public hearing transcripts, "W" to written comments, and "S" to sample letters. The Reference Number is stamped left of the commentor's name in the public hearing transcripts and in the upper right-hand corner of the written comments.

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U.S. Department of Commerce, National Oceanic and Atmospheric Administration, National Ocean Service, Florida Keys National Marine Sanctuary	Causey, Billy D.	W-003168	W-539
U.S. Department of Commerce, National Oceanic and Atmospheric Administration, National Marine Fisheries Service	Mager, Andreas, Jr.	W-002739	W-453
U.S. Department of the Interior, Office of the Secretary	Barry, Donald J.	W-002733	W-446
U.S. Department of the Interior, Office of the Secretary, Office of Environmental Policy and Compliance	Lee, James H.	W-002737	W-451
U.S. Environmental Protection Agency	Hankinson, John H., Jr.	W-002753	W-461
Uniforms by Star	Cohen, Daniel J.	S11	S-3
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Vision Council	Bauer, Richard H.	W-000066	W-20
Washington Economics Group, Inc.	Villamil, MariElena A.	O-000038, O-000230, W-002624	O-22, O-117, W-396
Weller & Losner	Weller, Thomas R.	O-000044	O-25
Wesleyan University	Peterson, Anna L.	W-002450	W-379
West Kendall Community Council, Area 11	Varela, Hector M.	O-000157, W-000331, S3	O-81, W-101, S-1
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Transcript of
Public Hearing

February 1, 2000
5:30 p.m.–11:45 p.m.

South Dade Senior High School
28401 SW 167 Avenue
Homestead, Florida

DRAFT SUPPLEMENTAL ENVIRONMENTAL

IMPACT STATEMENT

ORIGINAL

DISPOSAL OF PORTIONS OF THE FORMER

HOMESTEAD AIR FORCE BASE, FLORIDA

PUBLIC MEETING

28401 S.W. 167 Avenue

Homestead, Florida

February 1, 2000

5:30 p.m. - 11:45 p.m.

The public meeting was held before COLONEL MICHAEL B. McSHANE, Chief Trial Judge.

(Thereupon, these proceedings were held in private, before the public meeting began.)

000001 BETTY HUNDEVADT: North to Opa-Locka doesn't make any sense for a new commercial airport. Think about it. Yes, MIA does need a reliever airport -- no question -- but where?

Opa-Locka Airport comprises eighteen hundred acres in an urban area with no room to grow. Homestead Airport has a total of three thousand acres.

After extensive studies performed, no negative environmental impact would occur. I repeat, no negative environmental impact.

The unemployment rate in Homestead is very high, and there is talk of having to close the hospital. What is next?

How does big money talking about using the site for a golf course justify this plan, other than acquiring more scarce land for themselves?

The public outcry from people who are using their gray matter is: Let's go south to Homestead.

Thank you.

000002 DAVID RUIZ: I am against it, because I feel that the pollution that we are going to receive

down here over the Everglades and Biscayne, the traffic that we are going to experience. If people want jobs, Miami International is always hiring.

We all live here. Everybody comes down here to get away from everything. Even the waterpark and everything we are proposing, I am against it. We don't need stuff like this down here.

That's pretty much it.

000003 NANCY LEE: My mother had a trailer in Homestead right by the Air Force Base and you really weren't aware of the Air Force Base when she was there. It wasn't planes flying all the time. She died. She would be turning over in her grave right now if this Air Force Base went in. She loved the bay. She loved the ruralness of it out here, and it just seems like this airport doesn't fit in.

I brought this to enter into the report, which was written in 1934, about the national parks.

I think the noise pollution has been underestimated. I don't think that the buffer zones have been addressed. You are depending on an honest government and that's not what we have

down here, and that's what you have to realize.

In fact, I am wearing a thing here, and it says "Americans against political corruption," because I fight here day and night, thirty hours a week, fighting against all this corruption down here, and you are leaving it to them to implement?

They did a no bid deal on the airport which in itself is the kind of deals that we get down here, and you can't trust Dade County to do the right thing. You are doing this wonderful study and then you are going to go home and say: Okay, Dade County, implement it, and it's not going to be done.

It's already a Hobby-Mas Canosa deal. You know, every time we turn around there is some corruption and I just think that we should think of the environment. We should think about -- I was at both national parks a few weeks ago, and they are so pristine and beautiful. You are not thinking of all the rental car companies and the warehouses and the crazy stuff around it.

Miami never stops. This is a development crazed place. You have Opa-Locka Airport that can be redone. There has got to be a better place. This is not the place for an airport, and I don't think you

are really taking the people into account.

You know, a lot of those people say "more jobs." It's really not going to give them more jobs. You know, the jobs whether they have to drive twenty miles for the job or not, you really can't expect the job to be right on your doorstep.

I don't know. I am very saddened by this.

000004 SARA BELLMUND: I am Sarah Bellmund. I am a citizen of Monroe County, Florida. I am here to express my personal opinion on the Air Force Base development. I believe that the Air Force Base is incompatible with the preservation of Biscayne National Park and Everglades National Park.

I believe the SEIS does not properly identify the impact to the areas adjacent to the development area. It does not thoroughly investigate the adjacent and secondary impacts resulting from auxiliary development due to the airport. It does not thoroughly analyze potential impacts for evacuation due to danger or due to damage to Turkey Point, which can result from an aircraft strike. It has been incompletely analyzed by FEMA and the Nuclear Regulatory Commission for Evacuation and Safety for both Turkey Point Nuclear Power Plant and

hurricane evacuation.

The development adjacent to the base has been inadequately analyzed for hurricane damage potential, flooding and auxiliary cost to the County and to the State. The contaminants arising from the base have been incompletely characterized and incompletely analyzed, and the risks and dangers from the airport itself and operating facilities have been understated and downplayed in the report. I believe that the base -- the commercial airport has safety requirements for bird strikes and birds adjacent to the runway which make it incompatible with the situation next to Biscayne National Park and the Biscayne National Park designation under the Organic Act of the United States and under the designation of Biscayne National Park and its enacting language.

I believe that the airport space redevelopment and its transfer from Miami Dade County to private developer was conducted in a manner inconsistent with public access and public information, under both Florida law and the Freedom of Information Act. I believe that the hazards posed to the other adjacent environmental areas from airplane noise and from airborne contaminants due to fuel and

incompletely burned fuel have not been properly outlined or described in the report. This includes the area known as the model lands, the national marine sanctuary, John Pennecamp Park, Coral Reef State Park.

Am I out of time? Sorry about that. Thank you.

000005 BEN GARDNER: My name is Ben Gardner. I am a citizen from Miami. I just want to say that I oppose an airport on this site and I am in favor of a different alternative, preferably a mixed use alternative that has been put forth by the Collier family.

I am very weary as a citizen about the plan for the airport as it has come out. Some of my concerns include noise pollution; as it affects the two national parks, the impact on birds. I am a pilot myself, and I still oppose this airport. I am also concerned about jet fuel in the system, in the area and what I mainly am concerned about is implementation of this plan in terms of how the County has managed Miami Airport and the corruption that has been involved.

As a citizen I don't feel comfortable handing over this incredibly important area of our community to the County to manage. I don't believe a

lot of the promises that have been made, and the plan leaves so many ambiguities for implementation later on. I think until they are clearly stated up-front, I don't think there is any way that the Air Force can feel comfortable handing this property over without really understanding the full effects of implementation. I think, in fact, they might be held liable for handing over a plan before the implementation is fully explained or detailed.

So I just wanted to make it clear that I oppose the airport being put on this site.

000006 ANA RASCO: My name is Ana Rasco. I live in Pinecrest, Florida. I have three kids that are in college. I've been booking flights to Boston for the last six years, and if I want to assure that my children come home for Thanksgiving or Christmas, I've got to book it in June because American is the only airline that flies direct from Miami to Boston. If they change their schedule -- their school schedule, and I have to rearrange the flights, I am almost guaranteed that I can't get on an American flight. They are overbooked. I end up going to Fort Lauderdale. Delta has the only direct flights available. They are cheaper than the American flights.

I can see that we really need an airport badly and this community in Homestead could really use it.

000007 ANGELA GONZALEZ: My name is Angela Gonzalez. I am a resident of Miami-Dade County. My reason for being here tonight is to say I am present and I am in support of the Homestead Air Force Base Authority for the airport. I am here to say that I am very much in favor for the development of a commercial airport at the former Homestead Air Force Base, not only because it will create thirty-eight thousand jobs for the Homestead community, but because it will generate over one billion in earnings, with the opportunity of new jobs like hotels, restaurants and car rental offices, et cetera, for the needy people in the community of Homestead and throughout the Dade County area.

Our community needs a reliever airport and my feelings for that, as a Dade County resident and being so near to MIA Airport, I feel that it is so congested that it would be a very good idea to have a commercial airport at the Homestead Air Base.

The latest environmental study released by the Air Force and Federal Aviation Administration confirms that an airport is needed and I am all

for it.

I believe that Homestead is the only viable site for the airport, that there is no other site better to build a commercial airport than the Homestead Air Force Base.

000008 THERESA SANTOVENIA: My name is Theresa Santovenia. I was born and raised in Miami. I've lived here all my life. I am here tonight to urge you to redevelop the base as a reliever airport. There is no denying the need for it and I personally have recently had to drive all the way to Fort Lauderdale to get the flights I need and it cost me one hundred dollars per person less than having to fly out of Miami International Airport.

Homestead is the most logical location for an airport. As stated in the latest SEIS report, the airport will not negatively affect the environment. Additionally, I think it will create desperately needed jobs and economic assistance for the people of the Homestead area and benefit the rest of the County as well. It's clearly the best plan and it keeps the property in the hands of Dade County and the citizens that live here.

Thank you.

000009 ROBERT WEINREB: My name is Robert Weinreb.

I am Director of the South Florida Board Sailing Association. That's a windsurfing group that has five or six hundred members that use Biscayne Bay and the Atlantic Ocean and regional waters to windsurf.

Learning about the proposed airport and the problems that it might cause our sport, I am here to ask for an alternative plan. From talking to the scientists here today, learning about the pollution that might run into the bay and the noise pollution with hundreds of flights a day possibly over the areas we windsurf, we would request that an airport not be -- a commercial airport not be considered for this site here. An alternative plan might be more toward our liking.

I picked up a letter dated February 1, 2000 from the Department of Interior, and they state they believe that the mixed use is preferable to the development of a commercial airport, and it seems interesting that one government agency is saying one thing and another one is saying something else. So we would support the U.S. Department of Interior.

Also, with those two national parks right nearby, and another national park down in Key Largo, not to mention Crandon Park on Key Biscayne, there are a number of parks that would have a negative impact

from so many flights going over them, and it's pretty clear that those flights would be taking off and landing directly over those parks.

With the major Metropolitan area as congested as it is already, having this kind of added noise and development seems not in the best interest of the region for both tourism and residents alike.

Thank you.

000010 PAUL MARINO: My name is Paul Marino. I am a resident of Miami Lakes, Florida. The reason I am here is to just give my opinion on what I've seen and what I've read. It seems evident that Miami International Airport is going to need some type of relief system, and from what I've read and what I've heard the most logical place to do that would probably be in Homestead, given that it already has an Air Force Base that was conveyed to the military and they are ready to convey it back.

The real reason I am here -- the most important reason I am here is that I've read within this proposal that there is some type of stipulation that they may be looking at Opa-Locka Airport as a possible alternative. The real reason I am here is to voice my strong objections to Opa-Locka.

One, it is in the middle of a residential community. It's our community. It's a lovely community and I hate to see it ruined.

Number 2, it just doesn't have the ability to support a full scale airport. It just doesn't have those types of facilities.

I am vehemently against any proposal that would make Opa-Locka into a commercial/cargo airport.

That's all I have to say.

000011 LAURA LAW: I am Laura Law. I just want to say that I feel very strongly against the airport in the Homestead Air Force Base area and I think it's -- I am worried about the increased air traffic, the threat to the wildlife and the proximity to the nuclear power plant. I would support any of the other alternatives other than the airport.

000012 ADOLFO HERNANDEZ: I am for the new airport here. I feel that creating, you know, so many jobs -- thirty-eight thousand is the estimate -- it can do no harm. It can obviously benefit Dade County and Homestead.

In my case alone, I have done some business with some new companies in Homestead, and in my small company we've added two people because of that, so I

can just imagine what something like this would do.

Basically, you know, that's where I stand.

(Thereupon, the following proceedings were held at the public meeting starting at 7:30 p.m.)

COLONEL McSHANE: Ladies and gentlemen, I would like to go ahead and start. I want to be able to start on time.

I do have a couple of very brief administrative announcements before we start. As soon it quiets down a little bit, I'll begin those.

Let me start with an announcement which is very important to one of you folks out there. The owner of a blue Honda, your lights are on.

Let me cover one or two other matters. No foods or drinks inside the auditorium tonight, please, and we request that if you have any, pass it down to the two center aisles and the policemen will be down to pick them up from you.

One last matter, if you can possibly slide over or if you have an empty seat next to you, would you raise your hand so that folks who are standing against the wall there can come and have a seat. It might be a fire regulation that precludes you from standing against the wall. Please find a seat. There are a number here.

One other announcement, and that is that apparently there are going to be bells ringing for the night classes at 7:45 and eight o'clock and 9:15. If you folks are speaking, I will ask you to pause and let the bell finish ringing and then we'll deduct the time off your allotted three minutes.

We still have some more seats available. We are going to start.

Good evening ladies and gentlemen. Welcome to this Public Hearing of the Draft Supplemental Environmental Impact Statement on the Disposal of Portions of the Former Homestead Air Force Base. I am Colonel Mike McShane and I am the Chief Trial Judge of the Air Force, stationed at Bolling Air Force Base in Washington, DC. My normal duties include presiding over Air Force courts-martial. But today, I have been made available to preside over this series of five hearings which are being held in this area concerning the disposal and subsequent reuse of the former Homestead Air Force Base property.

I have not been involved in the development of any of the proposals that are being considered here tonight, so you understand that. I am just

running a fair and impartial hearing.

I want to thank you for taking the time from your busy schedules to come here tonight for this public hearing. If you were interested, I hope you took time to visit with the technical staff prior to this portion of the hearing to have your questions answered.

In preparing this Draft Supplemental Environmental Impact Statement, or Draft SEIS, as you'll hear us calling it, it was the Air Force's goal to understand the environmental implications of deciding for what purpose and to whom to convey surplus property at former Homestead Air Force Base. The Draft SEIS examines reasonable ways in which the properly might be developed, used and the reasonably foreseeable environmental consequences of the alternatives.

At this time I would like to introduce Major Mike Chipley of the Air Force Executive Issues Team. He's an engineer by trade, with a Ph.D. in civil engineering from the University of Colorado. Major Chipley will discuss the proposed action and alternatives, and provide a short synopsis of the reuse issues.

Since the overall purpose of the hearings is

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to obtain input from you on the contents of the Draft SEIS, the presentation will be short.

Major Chipley.

MAJOR CHIPLEY: Thank you, Colonel.

I too would like to extend my thanks to all of you for taking time to provide your comments on the Draft SEIS.

For the past several years we have been engaged in the process of completing the realignment and reuse of the former Homestead Air Force Base as required by the Defense Base Closure and Realignment Act.

The Air Force's primary goal in this process is to transfer the properties in manner that supports the local plans for economic revitalization of South Florida and protects Biscayne Bay and nearby Everglades National Parks. A disposal must also be compatible with continuing the existing military and law enforcement missions.

The Air Force and Federal Aviation Administration, or FAA, are the designated Lead Agencies for the Draft SEIS.

The Air Force has decision-making responsibilities for the transfer of the property.

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The FAA has decision-making responsibilities for airport facilities.

There are three cooperating agencies. One cooperating agency is the National Park Service, because it manages Biscayne National Park, and Everglades National Park.

Another cooperating agency is the U.S. Fish and Wildlife Service because it has the responsibilities to ensure threatened and endangered species are adequately considered and because of the proximity of Crocodile Lake National Wildlife Refuge.

The third cooperating agency is the U.S. Environmental Protection Agency because of its regulatory responsibilities.

The contractor hired by the Air Force to actually conduct the analysis is Science Applications International Corporation, or SAIC for short. They have been supported by another contractor, Landrum and Brown, which performed airport planning and noise analysis.

I would like to take a couple of minutes to update you on the SEIS process and what has occurred since the scoping period ended in July of 1998. More than four hundred forty individuals, organizations and

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agencies provided written input during our one hundred thirty-two day scoping period, and one hundred ninety-five people spoke at our public scoping meetings. The size and complexity of the Draft SEIS has grown substantially because of the number and diverse nature of issues and many federal agencies, state and local governments, private organizations and concerned citizens involved. Midway through the analysis, two mixed use proposals were received which were incorporated into the analysis.

We recognize this has been a long process for everyone. We want you to know many other communities have also struggled through the base closure process. Some former bases have been developed for aviation uses, others for non-aviation uses. The success of redevelopment depends upon the local community's involvement and support.

The Draft SEIS examines a number of reuse alternatives for remaining surplus property at the former base. Ongoing reuse involving property that has already been transferred, like the Job Corps Center, the Dade County Homeless Trust, the regional park, and the other deeded properties, would continue under any of the alternatives.

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The alternatives underwent thorough and complex analysis of the environmental and economic impacts that could potentially occur as a result of redevelopment. Fourteen topics were used as the basis for the analysis. Public and agency concerns that were expressed at our scoping meetings identified important issues and helped focus our analysis. Those concerns have been incorporated throughout the Draft SEIS.

When the reuse planning process was initiated for Homestead Air Force Base, Miami-Dade County was designated as the Local Reuse Authority to develop a reuse plan for the former base.

The County has proposed that the one thousand six hundred and thirty-two acres of remaining surplus property at former Homestead Air Force Base be transferred to Miami-Dade County Aviation Department for development of a commercial airport.

This is the Proposed Action addressed in the Draft SEIS. The analysis of the Proposed Action included identifying and assessing new flight tracks that would be used at the commercial airport.

Airport operations, in general, are characteristically different than commercial or residential land uses in the types and numbers of vehicles, equipment and people, and the resulting impacts to the environment. The main issues of the proposed action involves air pollution, stormwater runoff and noise levels.

Another alternative examined in the Draft SEIS is a Commercial Spaceport. The main issues with the commercial spaceport alternative involve the uncertainties related to the licensing process, safety and potential increase in noise.

Three approaches were examined for non-aviation uses, presented as the Mixed Use alternative.

Market driven development, the Collier Resources Company proposal and the Hoover Environmental Group plan.

The Mixed Use alternatives could create a higher intensity of use in a shorter period of time, but may have less environmental effects on the national parks.

The Draft SEIS also includes the No Action alternative, which means the property continues to belong to the government and reverts to caretaker

status. Under each alternative, the Air Force, Florida Air National Guard and Customs Service continue to use the runway for their current military and law enforcement missions.

The Draft SEIS addresses each alternative in the context of future growth in South Florida and also takes into account potential cumulative impacts of other projects. It also includes some historical information where available.

Your views and comments on the Draft SEIS will be important as we work toward completing the Final SEIS. We are now about half way through the sixty day public comment period. We scheduled these hearings to provide you an opportunity to review the Draft SEIS and formulate comments you can give here today, and also to provide you some time after these hearings so you can incorporate things you might learn tonight into your written comments. Whether you choose to come today or provide your comments in writing between now and March 7, we look forward to receiving your inputs in assisting us in completing the final document.

The Final SEIS, scheduled for completion in July 2000, will include comments made at the public hearings or submitted in writing during

the public comment period for the Draft SEIS, along with Air Force and FAA responses to your comments.

A decision on what action will be taken concerning the transfer of the disposal properly will be made no earlier than thirty days after the publication of the Final SEIS.

We will continue to distribute news releases and send news letter to those on our mailing list throughout the final course of the SEIS process. Anyone wishing to be added to the mailing list should complete an attendance card located at the registration table and check the appropriate box on the card.

In summary, I'd like to say that we do understand that this is a complicated and often frustrating process. Let me reiterate that neither the Air Force nor FAA proposes to directly develop the surplus property.

The Air Force's goal is to transfer the land in a manner that supports local plans for economic revitalization and protects Biscayne Bay and the nearby national parks.

A disposal must also be compatible with continuing the existing military and law

enforcement missions.

COLONEL McSHANE: Thank you, Major Chipley. This concludes the Air Force's presentation. In a few minutes we'll begin the public comment portion of this hearing. You will have several ways to provide your comments.

If you brought written comments, please place them in the box on the comment table. You can leave them on the table up-front here as well.

If you want to write down your comments while you are here, there are forms at the comment table out in the lobby.

You can also take a form home to complete and then mail it back to the address provided on the comment form.

You can also write your comments on your own form and mail them in. You do not need to use the comment forms. They are only for your convenience.

You will have the opportunity to provide oral comments when I begin the public comment portion of the hearing.

Let me tell you a few things about the public comment period. We will hear from elected

1 officials. First we are mindful of their time
2 constraints and schedule. We'll call them first.
3 Then each of the proponents of the alternatives were
4 offered an opportunity to describe their proposal and
5 speak about it.
6 Miami-Dade County expressed an interest in
7 speaking. We'll hear from representatives of
8 Miami-Dade County. They will be given up to ten
9 minutes to speak about their proposals.
10 You may also notice that some of the other
11 proponents, although they've elected not to give
12 a presentation, have materials available at the
13 tables and poster boards around the room.
14 After the County's presentation we'll hear
15 from those of you who have submitted cards indicating
16 that you wish to speak. We will call you in the order
17 the cards were submitted.
18 Anyone who has not yet filled out a card,
19 and who wants to speak, will be given an
20 opportunity to do so after all the registered
21 speakers have made their comments.
22 Let me add that if you desire to speak
23 tonight, each individual or organization will
24 have three minutes to provide comments.
25 Please clearly state your name and the name

1 of the organization if any you are representing before
2 you begin your comments, so that the court reporter
3 can get that down. The transcript will be a permanent
4 record of this hearing and will be published in the
5 final SEIS. Please, do not provide any personal
6 information in your comments if you do not want to see
7 it published in the final SEIS.
8 It's very important that you use the
9 microphones on either sides of the room here so that
10 the court reporter can hear you. The focus is to
11 listen to your comments regarding the contents of the
12 Draft SEIS. Proceeding this presentation you will
13 have an opportunity to ask questions one-on-one of the
14 technical staff and hopefully your question will be
15 answered. Any further questions in the course of
16 making your statements will be addressed in the final
17 SEIS rather than answering them tonight.
18 Again, please focus your comments on the
19 Draft SEIS and the analysis of the options.
20 If you need to have your comments translated
21 into English and did not indicate that when you
22 signed in, please let us know when I call on
23 you.
24 If you do make comments tonight and later
25 decide you have additional comments or know

1 someone who is interested in the comment process
2 but cannot attend any of the meetings, written
3 comments can be submitted until March 7, 2000.
4 Mailing address may be found in all of the
5 available handouts.
6 At this point I am going to call on the
7 elected public officials who have indicated they
8 desire to speak tonight, starting with Mayor Alexander
9 Penelas.
10 **000013** MAYOR ALEXANDER PENELAS: Members of the
11 hearing panel, ladies and gentlemen, good
12 evening. I am Alex Penelas, Mayor of Miami-Dade
13 County. I want to welcome each of and every one
14 of you to South Miami-Dade. Respecting each
15 speaker's time limitations, I would ask that you
16 put yourself for just a moment in the shoes of the
17 citizens of Miami-Dade County, who since the 1960s,
18 have tried unsuccessfully to site a reliever facility
19 for Miami International Airport.
20 Consequently, ladies and gentlemen, the
21 issues that are at stake here are very, very serious
22 and the results are irreversible, if this community is
23 prevented from appropriately developing an airport at
24 the former Homestead Air Force Base.
25 In your hands rests a critical decision that

1 we all agree will have implications for decades
2 to come, and will decide the impact of quality of
3 life and the economic stability of Miami-Dade County,
4 as a whole, and it's local communities. You'll hear
5 from many of those local representatives in a few
6 moments.
7 Throughout the course of these hearings, I
8 would ask you also to remember that both the President
9 and the Congress made a commitment to this
10 community -- a strong commitment -- which was clearly
11 articulated on July 8, 1993, when then Defense
12 Secretary Perry announced that Homestead Air Force
13 Base would become a national showcase of ways to
14 breath new life into military facilities.
15 Sadly, sadly, Miami-Dade County has been
16 everything but a showcase on this issue. I would
17 further ask you to remember that the land which now
18 holds the former Homestead Air Force Base was owned by
19 Miami-Dade County until 1942, when it was taken by the
20 federal government to meet national security needs.
21 Aside from attaining a period of normalcy in
22 the mid '40s, after yet another major hurricane,
23 the base served critical national defense needs,
24 including playing a critical role during the
25 Cuban Missile Crisis.

Ladies and gentlemen, the federal process to determine the final disposition of the base has been unprecedented -- unprecedented in both length and cost. For the past seven years the Homestead area community and the communities around Homestead have been playing by the rules, and letting the process take its course. Our disappointment has been overwhelming as we find that the rules and the parameters for decision-making are ever changing, and study after study have brought us to the same conclusion.

A Final Environmental Impact Statement in 1994, a sensitivity analysis in 1998 and a Supplemental Environmental Impact Statement released just seven weeks ago have all concluded that a public airport was an appropriate and environmentally safe use for the former Homestead Air Force Base.

In fact, it is important to note that in 1994, in its response, the FEIS, even the Department of Interior, suggested exploring Homestead as an alternative.

Ladies and gentlemen, I simply cannot over-emphasize the importance of this base property in meeting this community's future

needs. Miami International Airport is the only commercial service airport in all of Miami-Dade County. Even with the current addition of a fourth runway, MIA will fall short of the demand for commercial service capacity sometime between the years 2006 and 2015. This point was clearly confirmed in the recent supplemental study.

As we all know, aviation facilities do not materialize overnight. They take years in their development.

In respect to your time limitations, I will hope that you consider Miami-Dade County's request. We have made commitments to comply with every available mitigation project. This airport will provide far more good jobs than any of the alternative uses, thirty-eight thousand jobs at full build out, and over a billion dollars in earnings as substantiated by the study.

The supplemental study itself indicates that the Opa-Locka Airport simply is not an appropriate alternative. So I would hope that you would take all this into consideration.

Thank you very much for having me.

COLONEL McSHANE: Folks, if we are going to hear your comments, we don't need demonstrations

or clapping for any of the dignitaries who are here either for or against, please. That's wasting your time.

We'll move on to the next speaker, Mayor Steve Shiver, from Homestead.

000014 MAYOR STEVE SHIVER: I have written comments that I will submit. I've been a little under the weather, and I apologize.

First of all, I want to thank everybody for coming together in an adult-like manner to discuss an issue. It is very important that we make an attempt and we are able to discuss the issue in an adult-like manner, not necessarily continuing to make ourselves look like children, quite honestly.

I am glad we are all here as adults and working hard --

COLONEL McSHANE: Sir, no more comments or we'll ask that you be escorted out.

MAYOR STEVE SHIVER: I would ask that you add some more time for that comment.

I am too a native of Homestead, born right here in Homestead thirty-three years ago. I am very proud of what I've been able to do here as a child growing up enjoying our environment and

working hard to make sure that our surroundings are protected.

Some of our farmers in our community have been working the land for many years. I want to set the stage by saying that everybody in this community works very hard to make sure that our natural resources come to provide enjoyment for our children and their children.

But more importantly, in 1993 we began studding what to do with this airport. In 1994 our record decision was given, and in 1996 a decision to start an airport and the plan was developed by Miami-Dade County, submitted back to the Air Force.

At that time, the environmental organizations came forward and said the original impact statement was not appropriate, we should study it again. So we did.

We went into a sensitivity analysis as Study Number 3. After we finished the sensitivity analysis, we went into Study Number 4, which is the current SEIS, and that's why we are here today, to talk about that.

Once again we find ourselves being faced with those who say that the study that was mandated and initiated primarily by environmental organizations

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was not appropriate.

Ladies and gentlemen, the people of our community, the people that we represent, the people that eat, work and live here are tired of studies. It is time for us to move forward and look at an asset that we really need to create jobs in the community.

I am going to end by saying that the facts are clear. Miami-Dade County in the last thirty years has looked for an alternative site for an airport. With the addition of the fourth runway at Miami International Airport, we are going to have a capacity problem. This is a long term planning problem.

Every study completed regarding this property over the past seven years has indicated that Homestead Air Force Base is the most logical and reasonable place to site a reliever airport, and quite frankly, most importantly, my community needs meaningful jobs.

Those that have been studying the alternatives say that they will still be subjected to more years of environmental studies and uncertain risks.

As an elected official, we are charged with

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making an informed decision. I would ask everybody in the room, and you as well, to rely upon the four studies and over five million dollars of tax payers' monies of our community that have been paid to analyze this issue. Rely upon that. All of them say we need an airport. Homestead is the place to do at this time a limited use airport.

The City of Homestead has passed a unanimous resolution in support of this, and remember, the thing is to make sure that we keep the activity of economics here in Homestead. Keep the activity here in Dade County and not Broward.

Thank you very much.

COLONEL McSHANE: Next is Otis Wallace from Florida City.

000015 MAYOR OTIS WALLACE: I'd like to first of all thank the hearing committee for giving us this opportunity to be heard. I'd like to thank the Department of the Air Force for making this Supplemental Environmental Impact Study.

During this type of study, I got a little study on my own regarding the environmental condition in South Dade. Without trying at all, I quickly discovered an endangered species. It has two eyes, two arms, two legs, a brain and a

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heartbeat. It has dignity and an overwhelming desire to support its family.

But unlike most endangered species in our midst, there is no Sierra Club to protect a working man who simply wants to support his family. There is no club or society for someone who just wants nothing more than to feed, house and educate his kids.

Since there are no clubs to speak for them, it falls upon me and my compatriots to speak for the people of Florida City that have not been spoken for in the past.

Jobs are the most important thing to the people of South Dade. We need them to support our families. I just have to believe that God made men and women to be a part of nature, and the simple fact is that of the plans submitted to you, there are two that have merits, but I must favor the airport, because of the overwhelming number of jobs it will produce.

To those who are fat and happy and rich, and have homes of their own, perhaps jobs are not important, but for the people that struggle to support their family, it's the number one issue.

So I say to you, there is an endangered species in South Dade. It's the unemployed men

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and women of our community. Somebody must stand up for them. Somebody must begin to talk about them.

Let's protect the sparrow, let's protect the key deer, but let's also protect the people. What God has set upon this earth, let no man disregard. Think about this when you make your environmental analysis.

Thank you.

COLONEL McSHANE: Mayor Raul Martinez from Hialeah.

Folks, please, quiet down.

000016 MAYOR RAUL MARTINEZ: I love you too.

Members of the community of Homestead, first of all I want to thank Mayor Steve Shiver for inviting me. This is not about a particular city. This is not about Hialeah or Homestead or Hispanics or Blacks or anybody else. I think this has to do with the promise that was made to the people of Homestead back in 1992 when they were suffering from the Hurricane. This has to do with the fact that the base was going to be closed, and it is a fact that we need to find employment for our people.

I live about five or six blocks away from

Opa-Locka Airport. I see the planes flying into the City of Miami and Miami International Airport, and we have to find a compromise. We have to find a compromise where we can create and protect the employment of our Dade County residents and meet the needs of the environment.

I am sure that those of you that know more than I do, because I have to believe the mayor of a small city, you can find a way and you can find a solution to continue to protect the environment, but to create the jobs that this community so badly needs.

We need jobs, and this space with the new airport can bring vitality back to not only South Dade, but also to South Florida, because no matter whether you like it or not, flights are going to continue to come to Dade County and they are going to go to Opa-Locka and they are going to go to Miami-Dade. We are still going to have the planes flying. Why not benefit from a strip that's already there, from the infrastructure that's already there? We can find a compromise.

There was a resolution that was passed by my city counsel, one that basically says we support the creation of jobs. Let's protect the

environment, but let's also protect the people that will protect the environment.

Thank you very much.

COLONEL McSHANE: Next I will call Mayor Jose Diaz from Sweetwater.

000017 MAYOR JOSE DIAZ: Welcome Committee, and all the people here. This is not an easy thing to do, to get up in front of you, when there are two different topics as strong as these to decide among a community, to determine the needs for ones and the needs for others.

As to Mayor Shiver, it takes a lot of guts to initiate this. He stated a point that that brings a benefit to all of us here. That benefit is reflected upon one main issue, and that is getting jobs to the community. Thirty-eight thousand jobs pay one billion dollars in earnings. There are a lot of communities across the nation that wish something like this could be put in their laps.

I saw a lot of youth as I walked into this building. I commend the teachers, because this is a democratic society, and we teach freedom of speech, and I am proud of that, but it's hard when they graduate and they go out to the market -- those that have to work and go to college at the same time -- and

try to find a job.

My community and other cities, we are having trouble trying to get youth into the proper jobs. Let me tell you something, it's hard to bring this down and say: Hey, this airport didn't come in here, but at the same time the environment is still safe. If it doesn't come, what are you going to say to those students when they graduate and there are no jobs in the community? They have to go elsewhere.

The other issue is the environment, that we all respect and love. I want my children to take advantage of the Everglades and their children too. That's what I stand for.

The studies and millions of dollars have been spent by the government to determine that both can co-exist. We have to take that into consideration, because that's a very important point. I know there are two sides to every point, but we have to find a blend and find a way to work together and find a solution for this.

I think if we look at it real hard, this would benefit all our community to have this commercial airport in Homestead.

Thank you very much.

COLONEL McSHANE: Next I call on Mayor

Ignacio Diaz of North Bay Village.

I don't see him responding. I'll go on.

Mayor Rasco, Key Biscayne.

000018 MAYOR JOSE IGNACIO RASCO: Distinguished members of the panel, members of the public, I am the Mayor of Key Biscayne. The comments I make here tonight should not be construed to represented the sentiments of the ten thousand people of my community, but I am here to support my fellow mayors, especially Otis Wallace, Steve Shiver and Alex Penelas, and their efforts over many years to bring back their respected cities in this area. They've worked tirelessly in this capacity.

I am here to say that I support their efforts for a better tomorrow for all the residents of South Dade, to support economic development in Miami-Dade County that is crucial and respects the environment.

The South Dade area has a large unemployment problem, a deep health care crisis, a need for high paying jobs that will meet the needs of tomorrow. This is the reason why this area was named an environmental empowerment zone by the federal government. There is a need, and we can solve it. We can do that without harming our present environment.

At present there are no guidelines to protect these valuable natural resources. Under the present system there are no ways to protect our bay. Under the proposed system, the County, under the jurisdiction of the State of Florida, we will have force and mechanisms and potential mitigation plans in place. They are not now present.

The time to act is now. We need to help our neighbors in the south. We need to help them for a better tomorrow. I support Mayor Shiver and I support Mayor Wallace and the residents of Dade County in this effort.

Thank you very much.

COLONEL McSHANE: Miami-Dade County Commissioner Natacha Millan.

000019 COMMISSIONER NATACHA MILLAN: Good evening. Is this working?

Good evening and welcome to our county. My name is Natacha Millan and I represent District 13, which includes Hialeah and Miami Lakes.

I am a proud resident of my city, but I have great concerns for anybody that lives in South Dade County, and I have responsibilities as a commissioner on issues that cover the whole County. That's why I am here.

This is my fourth time in this area. I will come as many times as necessary. Every time there has been an issue of people who forget what good manners and appropriate respect is, and every time I've walked away with good feelings that those who know how to respect, whether they agree with me or not, there is a certain thing as good manners.

I tell you, sir, that this area needs a reliever airport. I will tell you that our airport is full almost to capacity and will be in the year 2006. I will also tell you that the need for this community, with a fifteen percent unemployment, with a hospital that is just about to close, and with businesses that deserve a better life. There is a great need.

The first thing we must say, and I think Mayor Wallace was very clear, is that endangered species -- I never thought of it that way -- was human beings also.

I come from an island. I come from Cuba. I am very proud to be from Cuba, and we are surrounded by water and we were surrounded by animals and we are surrounded by beautiful places, but we need to take care of the human beings first. Quality of water is very important, but human beings come before everything.

I will tell you in all honesty that I would not be here if I did not see in the SEIS that there was some test and balance that you requested or you suggested that would make the base viable but at the same time protected.

There is no good need to destroy the beautiful things that God gave us. I don't want children destroyed. I don't want to see a high volume of women walking the streets because for whatever reason they don't have a job. I also do not listen to the voices of those that don't know what they are saying. I listen to the voice of my conscious. That's why I am here.

Federal Express thank God did not leave the County, but Federal Express has provided seven hundred jobs.

Thank you.

COLONEL McSHANE: Let me remind everyone that if you want to speak, your opportunity is to fill out a card and come up here when it's your turn. Please respect the other speakers as you would hopefully respect yourselves. Thank you.

Now I call on Miami-Dade County Commissioner Bruno Marrero. There is a letter that he would like to be read. Does somebody else have his letter? He's

not here. If not we'll move on and he can mail his comments like everybody else.

Next I call on Wayne Slaton.

000020 WAYNE SLATON: Good evening. Welcome Air Force. My name is Wayne Slaton. I am the chair for the past three years of Community Council 6. For those of you who do not know, Council 6 is the Greater Miami Lakes area.

I also want to admit tonight, and proudly admit, that I am a card carrying member of the Tropical Audobon Society. I am also a member of the Sierra Club and the National Federation of Wildlife. I receive from these letters information, from all these organization, and I respect and endorse many of the fine work that some of these organizations do.

I always hope there is room for all points of views in all these discussions. With that I will say in the last few weeks I have also reviewed studies that have been made by the Air Force, and I have to say that I am seeing that for me there is no real overriding threat to the surrounding environment and the community, by the proposal of the federal government, wishing for a commuter airport.

I am concern that you understand the unharmful need for the base redevelopment into a

commercial airport. South Dade needs a real and viable economic development. Dade County needs a real and viable airport expansion. It is very important, and must be taken into consideration for the future demands on all of South Florida, specifically on the possibility of using Opa-Locka for a needed airport expansion.

The City recognizes that there are sixteen thousand residential communities living directly across the street from Opa-Locka. Opa-Locka, we already knows is not a viable answer. There are three problems with Opa-Locka that are in your study. The Opa-Locka runways do not have the capacity that the Homestead Air Force Base can provide. There are serious air space constraints, because Opa-Locka is so close to Fort Lauderdale and MIA, right in the middle, it would cause a significant number of airplanes crossing, and finally again the fact that the residential development is directly in front of Opa-Locka Airport.

I for one cannot equate the safety and the quality of life of sixteen thousand residents, seven churches and five schools, to the unsubstantiated concerns over sawgrass and wildlife.

I am concerned for the environment, but to

me human life is more precious.

I urge you on behalf of the community that I represent to bring the study to finalization and hopefully you will conclude that the Air Force Base should be turned over to Dade County.

Thank you.

COLONEL McSHANE: Next will be Miami-Dade County Commissioner Katy Sorenson.

000021 COMMISSIONER KATY SORENSON: Good evening members of the Air Force and FAA, elected officials, citizens of Miami-Dade County.

We have an opportunity tonight, and in the process, to close an unfortunate chapter of South Miami-Dade County's history and begin to create a bright new future of economic development, prosperity and the best protection for our environment and our national parks.

In addition to speaking here tonight, we can ask President Clinton to approve the Collier Family's proposed swap land in the former Homestead Air Force Base.

Let me finish please. I encourage everyone to be polite.

In 1995 Miami-Dade County granted a no-bid long term lease to HABDI, a group of developers. I,

as one of the commissioners of South Miami-Dade, opposed this vigorously. However, it is a new day.

The Collier and Hoover families have collaborated to develop a first class golf course, business park, hotel, aquarium, marine institute, luxury RV community, a mixed use --

COLONEL McSHANE: Sir, please, take it outside.

COMMISSIONER KATY SORENSON: A mixed use alternative. The plan will create more than sixty-eight hundred jobs initially and more than twenty thousand eventually, more than replacing the jobs lost after Hurricane Andrew.

The Collier/Hoover plan offers many advances. The first is compatibility with South Miami-Dade's goals of 1994, redeveloping the base, sustaining agriculture and expanding tourism.

In contrast, an airport threatens agriculture, by paving the way for industrialization that will devour available farm land and threaten Biscayne National Park. Imagine what it would do to the quality of our neighborhoods and residential property values.

Second, the Collier/Hoover plan takes the politics out of Miami-Dade County. Under the Collier

plan the County will have no claim to the land. It further makes the land taxable property for the County.

Moreover, the real choice is not between the Collier/Hoover plan and the airport, the choice is between green plants or a red light. That's because the environmental community is prepared to wage a long legal battle to stop an airport. That means that the former air base can grow weeds and cobwebs, not jobs, for at least a decade, and who is going to invest in the legal fees to fight this war, the tax payers of Miami-Dade County?

Even if the airport attains approval, after years of litigation, we will have to pay for buffer environmental mitigation. Yes, the tax payers of Miami-Dade County will have to pay for that.

Finally, there is no evidence that any airline will ever be willing to invest in an airport twenty-five miles away from the main airport.

Given the proximity to MIA, Opa-Locka is better situated to serve as a reliever airport, and that was pointed out by a County study in 1995. We are getting an additional runway in MIA and an addition runway in Fort Lauderdale. How many runways do we need?

It has been a long wait for the citizens of South Miami-Dade to enjoy the economic prosperity they have never felt.

Now, the Collier/Hoover plan for the redevelopment of the base makes economic sense, environmental sense and can happen faster than any other option. We can only hope that the White House, the Air Force, FAA and powers that be will see the logic and give the land quickly to the Collier family, so the people of South Miami-Dade can get on with their future, one that's right for everyone.

Thank you.

COLONEL McSHANE: Commissioner Dennis Moss.

000022 COMMISSIONER DENNIS MOSS: Good evening and welcome. First of all, I want to say that Homestead Air Force Base is physically located in District 9. It is three and a half miles from Goulds, next to the Landings, across the street from Harper Square and down the road from Naranja and four miles from the City of Homestead, Unincorporated Miami-Dade County.

In the past, as an elected official in the district that the base is located in, I have taken to oppose any development on the base until issues raised by friends in the environmental community were addressed by the SEIS.

As a result, I have intentionally chosen not to publicly authenticate on a manner that we might realize later on would not be resolved if at all until after the SEIS was completed. This brings us to this point tonight.

The SEIS has been released, and public comment has began. What I have heard in District 9 is that we need jobs, good jobs. What I have heard from our staff is that we need an airport and there is no other place to develop one. What I have heard from the environmental community is that an airport would destroy our national parks, but we are not ready to endorse upon the Collier alternative.

What we have heard from the SEIS is that while it impacts the environmental, those impacts can be mitigated and would allow commercial growth to commence. What I have heard from the people from District 9 is that we need jobs, good jobs.

While the alternatives are offering jobs, they are predicated on our location, and therefore we have not chosen their opportunity for development of the theme park and all the activities in South Dade, and the same cannot be said about a reliever airport anywhere else in Miami-Dade County.

I feel that the environmental impacts can be

to a degree possibly mitigated so as to not destroy our national parks. It would be hard to ignore the jobs that can be produced, the high paying jobs that would be available, the fact that a reliever airport, which is viable to the entire community, not just South Miami-Dade County, cannot be developed in any other location other than the base.

Finally, I want to applaud everyone who came out tonight. You have allowed us to know where you are on this issue. Before I come to a final position, I will want, inclusive of public testimony, and at the end of the process, I can tell you that I plan to weigh heavily on the issue of a base, in the interest of a facility that is located physically in my district.

In the interest of the constituents of my district and in the interest of all Miami-Dade County people that I represent, as I stand before you tonight and I feel like Yogi Bera when he said, "This reminds me of deja vu all over again."

Thank you.

COLONEL McSHANE: I'd like to call on Senator Roberto Casas. Is Senator Roberto Casas here? I don't see him.

Senator Daryl Jones.

000023 SENATOR DARYL JONES: Good evening members of the panel, ladies and gentlemen. I am Senator Daryl Jones from District 40. I represent the area that is encompassed by Homestead Air Force Base, as well as going to the east to where Biscayne National Park begins and west to where we have Everglades National Park.

I want to thank you for providing us the opportunity tonight to engage in this very important part of the democratic process. I'd like to make four points.

First, it was kind of interesting to arrive tonight and see the protests on the outside. It's nice to see some action, not necessarily calmed, but at least controlled. There were some people who are obviously for and some who are against this very difficult issue.

As your elected official, as I looked at that group, I saw on the left people who wanted jobs, who need them, who wanted higher paying jobs. On the right I saw people who care a great deal about the environment.

So this is why this is a very difficult issue. On balance, I find it very tough to take the opportunity for food out of the mouth of another

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person and their family. The Supplemental Environmental Impact Statement says that a commercial airport can be built in a manner that would mitigate any harm to the environment. I have not seen any other study that contradicts this statement.

While I value the opinions and input of every citizen, I believe it is important for our objective decision makers to have some basis in fact for their decision. This is why I support Dade County's proposal.

My third point is that, if I am not mistaken, I don't believe anywhere in the United States is there a dual field, having heavy and fire operations in a single place. If you look at the outline estimate of how much traffic there will be on this facility if you build the commercial airport, One, you either have to build two runways which I think would be a violation of the trust imposed by the SEIS or, Two, you are going to have to move the military fighter presence from Homestead Air Force Base. I don't know that either one of those is a viable option.

Fourth, the Air Force has a thirty-four base closure, following the local community's recommendation each and every time. All thirty-four

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times they have followed the recommendations of the citizens. Should the Air Force not follow Dade County's recommendation in this particular case, I think it would be difficult, because future brass senators and congressmen will ask you: Why did you close the base and not allow the community to build what they wanted to build there, and will that happen in my home as well? So it could be difficult for you guys.

So I respectfully request that while the Collier and Hoover plan show promise, there are a great number of questions that remain with that particular plan.

I respectfully request that you at this time support Dade County's plan.

COLONEL McSHANE: Stanley T.G. James. Indications were that there was a letter to be read in lieu of testimony. Do we have that letter?

Moving on to Speaker of the House of Representatives, John Tasher.

Moving on to State Representative Gaston Cantens.

SPEAKER: It's a public hearing. Hear from the people.

000024 REPRESENTATIVE GASTON CANTENS: Thank you.

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Thank you for the opportunity to make comments here today about the reuse of Homestead Air Reserve Base, and particularly about the SEIS. You've heard from many elected officials tonight on their views toward a redevelopment of Homestead Air Reserve Base. I would like to take this opportunity for a moment, to remove my hat as an elected official, and speak as a private citizen.

There is a book called The Death of Common Sense, and that's what has occurred in this case. Citizens of this great nation are frustrated. They are tired with government at all levels. They are tired and frustrated with the rules and regulations, that sometimes we wonder whether government is in place to help us or merely to make our lives miserable.

Eight years of studies since Hurricane Andrew and the realignment of the base have resulted in nothing more than economic devastation to the South Miami-Dade area, and still we cannot see the obvious. Every elected official that has spoken here tonight has spoken about the need for a reliever airport in Dade County, and that need will occur within the next five or ten years.

We have three choices. We can use Opa-Locka

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Airport as has been suggested. That airport has the same restrictions that we currently have in Miami International Airport, even greater restrictions. It's in the middle of a residential neighborhood, no room to grow.

We have Homestead Air Reserve Base, choice Number 2. It's always been an airport. It's always going to be an airport. It has one of the longest runways in the nation.

We do have a third choice, however. That third choice is that come five or ten years from now, when the need is a present need a for sale sign will go up around Homestead Air Reserve Base, and us, the citizens of Miami-Dade County, will have to buy back the land to build that reliever airport that the federal government should have given to Miami-Dade County today.

I heard earlier that this is a local issue. You are right. It's a local issue. It's a Miami-Dade County issue, because five years from now we all will be paying the bill to acquire the two thousand acres that it will take to build that reliever airport, if we don't get the reserve base transferred to Miami-Dade County.

Let us use common sense and allow the

federal government to transfer the Homestead Air Reserve Base to Miami-Dade County so we can move forward together as one community.

Thank you.

COLONEL McSHANE: I call on Representative Rudy Garcia.

000025 REPRESENTATIVE RUDY GARCIA: Thank you. Good evening distinguished panel members, ladies and gentlemen, elected officials.

I come before you tonight as a fisherman, as a sportsman, as a boater, as someone that loves this environment. I was born and raised here, and I have received many awards by environmentalists throughout my public service in the Florida House of Representatives.

I represent District 110, in the area of Hialeah, Miami Lakes.

Back in 1992, right after Hurricane Andrew, where many of the people that are sitting behind me today lost a lot of their lives, homes and property, I came down to South Dade to help rebuild with thousands of people from the north side of town. After that we went up to Tallahassee and brought to Dade County, south of Kendall Drive, over six hundred fifty million dollars to try to bring this community back to where

it needed to be before Hurricane Andrew.

With that said, I understand many of the problems that have occurred in South Dade, including no baseball team, the loss of the Base, Hurricane Andrew and many other things that have happened here, including what is going on with the farmers today in South Dade, where we are continuing to lose jobs day after day.

The reason I am here this evening, distinguished panel, is to ask you to consider the jobs, to ask you to consider the economic development that Mayor Wallace and Mayor Shiver are so hard working for, as well as ask you to consider the environmental constraints that this community needs, but the bottom line here, ladies and gentlemen, is that this community truly needs economic development, and we need the jobs that will come with the airport.

Thank you very much.

COLONEL McSHANE: Next we'll call on representative Marco Rubio. Representative Rubio. I don't see him.

Representative Larcenia Bullard.

000026 REPRESENTATIVE LARCENIA BULLARD: Good evening. Good evening to you distinguished panel and to the people from District 118 and 119. I am

speaking to you, because you are the ones who will be affected by all this taking place in this area.

As I've listened to the speakers, I couldn't help but think that here we are again in a staging room. I am a state representative, and because I am a state representative, I cannot take a position on something that you didn't vote for.

As I listened to Commissioner Sorenson speak, I had to turn to the right of me, then I turned to the back of me and I turned to the left of me, and I saw all of this great embrace and applause, and I question where are we going tonight with this whole issue?

I understand there are two more meetings. Environmental versus economics, that's what I am hearing. There are two more meetings, am I correct -- four more meetings. Environmental versus economic. There should not be any question.

Scientifically we know that we are polluting too many areas and we are taking away the clean air from people.

I am from a little town in South Carolina. My children, I brought them to South Dade in 1980 because of clean air, because I wanted them to get the same experience I did.

So I stand here today as an environmentalist, but also as someone who wants to see jobs, but I see and always see another way out. I can't take a position until I hear all that's being said, but I do say this, that I was one of the first -- and the guys from HABDI are here -- you know. You sat in my office. I talked to you. So I don't need to tell you what we talked about, because you know what happened.

The gentleman who was running this case at that time was a gentleman from out of town. He wanted to take Homestead Base and redevelop it. Of course, as most of you know, we've been to this area before and we've debated this whole issue and nothing has happened. I believe it needs to be developed, but I believe it needs to be developed for families, for social environment.

That's what I am here to tell you. I struggled with what happened, but I want to let you know that the people voted for local control. I came here tonight to hear citizen input and I've not yet heard it.

I will close on this note. I have always called back to the community. I've asked my commissioners, the groups who were involved, please

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tell me what you think about this particular issue, and I see the majority of the citizens from this district, because I know most of you, saying that you don't want it.

Thank you.

COLONEL McSHANE: Representative Gus Marrero. Representative Gus Marrero.

Ola Massaline.

000027 OLA MASSALINE: Good evening. My name is Ola Massaline from the Naranja Community. It is wonderful that everybody is discussing what happens in our community. We have not been invited to participate, and everything you do there is going to directly concern us.

We are hurting there. A lot of us have remembrances of the United States Air Force. They left us. We have not recovered since Andrew. We are not for or against any group, but what we are saying is that we will not be divided as a community. We are White, Black, Hispanic, Haitian, and we are together. Dade County is going nowhere before we are through.

We need jobs.

I cried when I came in the building, because people are arguing. They are not acting like Americans, that my husband fought for. We cannot do

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anything fighting, but when Americans make up their minds to come together and work together, like the Americans that I know, we can find peaceful solutions.

Just in case anybody is interested, Naranja is saying: Let's form a coalition. Let's come together and reason together. We need your help. You've built barns for your neighbors. We are your neighbors. You've built houses for your neighbors. We are your neighbors. We are suffering in Naranja because we have nothing.

Six hundred million dollars given to Dade County, not one penny was spent for recovery in Naranja. Our children stay out on the street, because they have nowhere to go, nothing to do in Naranja. People say they don't want to come to that area, but we have good children in Naranja. We have honest people in Naranja.

I am heartbroken to see Americans come to the table and acting like fifteen year old children. God forgive us, because we've forgotten who we are.

Let's come to the table. Let's sit down, and as the Bible that's sitting on the table in our bedroom, come, let's reason together.

We are hurting in Naranja and we need your help.

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Thank you.

COLONEL McSHANE: I am going to call on the representatives from Miami-Dade County who will be given no more than a ten minute presentation.

Folks, if you want to get going on this -- Gary DeLapa, Merrett Stierheim and Ramon Rasco.

MERRETT STIERHEIM: Mr. Chairman and members of the committee, my name is Merrett Stierheim. I am the County Manager for Miami-Dade County. I want to make a statement.

Can you hear me now? Start the clock again, please.

My name is Merrett Stierheim. I am the County Manager of Miami-Dade County. I want to say very clearly that I am not here to support any degradation or adverse environmental impact to either Everglades National Park or Biscayne National Park.

I have fished in the backwoods of the park and in the bay for over forty years. I love that area deeply.

This is my second term as county manager, total of eleven years now, almost twelve, and nine years as President of Greater Miami Convention Bureau. I think I have an appreciation for the importance of the aviation industry to the economy of Dade County.

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We are one of three international gateway airports in the United States. The majority of our visitors are from abroad, international. We have over ten million overnight visitors who come visit here, and that includes tourists as well as business people, and that tourism industry generates sixteen billion dollars with direct and indirect impact on about twenty-five percent of our work force in Dade County.

We are an international gateway city. I think this is a pragmatic issue. I look upon it, and we use a metaphor, like preserve a wealthy environment. You may not need water today, but you know you are going to need it tomorrow.

The SEIS study made it very clear that after we expand our five billion dollar expansion program at Miami International Airport, after we expand Miami International Airport to its maximum capacity, after we expand Opa-Locka to maximum capacity, after we expand Fort Lauderdale International to maximum capacity, the SEIS made it very clear that by 2015 we are not going to have sufficient capacity to continue to grow and prosper internationally.

Ninety-five percent of our visitors come by air. If you don't think we are dependent on air travel for the economy of this community, as a gateway

community, you have another thing coming.

I guess, to close, we think it's very important that we reserve that capacity at Homestead Air Force Base. There is no other choice. We built a jetport in the middle of the Everglades and abandoned it. We studied building an airport in Northeast Dade and abandoned it. There are no other alternatives that I am aware of, and I think your study demonstrated that.

Our position, respectfully, is that we wish to support the position taken by the County.

Thank you.

GARY DeLAPA: Good evening. My name is Gary DeLapa. I am the Aviation Director for Miami-Dade County, Florida. We operate Miami International Airport, Opa-Locka and hopefully Homestead Air Force Base. I've been in the community over thirty-five years. I graduated from the University of Miami, and I have worked for county government for nearly thirty years.

I would like to thank you for giving us the opportunity to present our department's recommendation for redevelopment of the former Air Force Base. It is important for this panel to bear in mind that the airnautical capacity issues I am addressing tonight

are not only a South Dade issue. They are not just a Miami-Dade County issue. These are issues of great concern for all of Florida.

You've already heard from our mayor and other elected officials on what the decision means to the continued prosperity of this area. Our County Manager has reminded you of the process that has gotten us to this point.

History is on the side of aviation. The South Florida community has a longstanding and preeminent position in the aviation world, dating back to the first airline terminal in the United States in 1928, and continuing through the tremendous growth of both tourism and foreign trade.

This community has come to rely on the aviation industry as the heartbeat of our local economy and the chief provider of jobs. All is not well. All is not well, however. The current system of the airport is actually strained to its limit and will be unable to meet future market demands unless we have a new facility.

Along the walls of this auditorium we have displayed documents and graphics on future aviation demands, and on our capacity to meet the demand. It's imperative that you understand our inability to meet

market growth demands means loss of economic activity and a serious impact on our employment base and business community.

You may be aware of our efforts in the construction of a fourth runway at Miami International. This project is the single most important element of the aviation department's long and short range goals of meeting the capacity needs. However, this final incremental gain in MIA's capacity will not be able to meet the aircrafts forecast beyond the year 2015.

As the airport's sponsor, our primary goal and strategy is to provide a facility that meets both near, as well as long term demands. Of course, the critical element is to preserve the flexibility to be able to react to future market conditions that may be unforseen today, such as a free Cuba, change in airlines operating practices or airlines parts, the growth of E-commence and the success of the free trade agreement, which will stimulate the foreign economy.

Miami-Dade's most limited capacity constraint today is the number of full service commercial carrier runways available in our airport system. Under the current direction, MIA is quickly reaching exasperation, and it is at the point where

there is no additional runway capacity that can be provided.

Numerous efforts in the last three decades to identify new sites in South Florida for a commercial aviation facility have proven unsuccessful. There are no other properties.

Consequently, the most crucial issue confronting us today is the decision on the ultimate reuse plan for Homestead Air Force Base. That decision will affect whether or not this community will be able to accommodate and provide economic benefit from the tremendous worldwide growth of the aviation forecast.

This is growth that we will be unable to be meet with MIA. From an aviation point of view, the conclusion is inescapable. We need Homestead.

However, this need will not come at the expense of environmental compatibility. The plan is to provide an aviation facility to meet the demands, while ensuring a balance between environmental issues, equality of life issues and economic opportunity for our residents.

Our own analysis, supported by this independent SEIS, and numerous other studies, indicate that there are no adverse environmental impacts

associated with a commercial airport.

The air noise attributable to military operation, they are far outweighed by national defense consideration. The noise impact from commercial aircraft operations are found to be less intrusive than those resulting from the military presence.

Mayor Penelas addressed the fact that he was unable to present information on our position on environmental concerns, but is going to be reflected in my comments.

Miami-Dade County is committed to ensuring that the planning phase development of the commercial airport alternative is implemented in an environmentally compatible way. These are not just words or hollow promises.

The Miami-Dade Aviation Department has a long track record of environmental responses. MIA, we have spent over one hundred seventy million dollars since 1994 to address environmental issues. We are recognized internationally as the leader among airports in dealing with environmental matters. Our current construction program is built upon maintaining the environmental quality of not only the airport, but of surrounding communities as well.

These are real testaments of our commitment.

Under the leadership of Mr. Penelas and Merrett Stierheim, no one should fear implementation of the airport alternative.

COLONEL McSHANE: Sir, the ten minutes is for the group of you. You are taking more than that.

RAMON RASCO: Just two minutes, please.

COLONEL McSHANE: I am sorry, but I announced the ground rules at the beginning. We did say ten minutes. Sorry.

First card from members of the public is Maurice Ferrer. Is he still here?

Proceed.

Superintendent Dick Ring.

000028 SUPERINTENDENT DICK RING: Good evening. I appreciate the opportunity to be here to speak to you this evening.

My name is Dick Ring. I am Superintendent of Everglades National Park. I'd like to say that the National Parks Service and national parks are very much an integral part of the community. They are not separate and apart from it. We are part of the national community, a community that's made up of all people in the United States.

We support conversion of Homestead Air Force Base for the economic benefit of South Dade. We very

much support that. However, we want a sustainable solution here, not one that we have to undo and redo in our lifetime and hopefully in our children's and grandchildren's.

We have expressed areas of concern in the SEIS process. They've included water volume, noise and secondary impact from growth associated with any selected alternative here. We've been heavily involved in the supplemental SEIS process as a cooperating agency and hope to continue to be.

The commercial airport proposal that's in the Draft SEIS will bring jobs, but we don't believe that it is compatible with the national parks and we do not believe it's a sustainable solution for this community. You need only go and spend some time here in Miami International Airport, and listen and look around you, to understand what the future holds.

By 2015 there will be two hundred flights a day over this community and the national parks. That's one every five minutes. That's degradation of a national park that is significant.

A mixed use alternative will provide jobs for this community and it is an alternative that's sustainable, and I believe in the best interest of the entire community. I believe we should leave an

outstanding legacy for our children and grandchildren, one that does keep up with the outstanding national resources and quality of life here in South Dade, one that does not leave them with the choice between undoing significant impact from noise and development or face leaving a place that is lousy to live in.

Thank you very much.

COLONEL McSHANE: Superintendent Dick Frost.

000029 SUPERINTENDENT DICK FROST: Good evening. It won't surprise you if I said I'd second most of what Dick Ring said.

The SEIS is certainly an impressive document. It contains a lot of very useful, valuable information.

As a national park superintendent, and as a resident of this area, I find that a lot of that information leads me to two very strong conclusions. One, that a commercial airport is not the best use for the air base -- for the former air base, not the best use for the environment and the impact on the environment or impact on the community.

Second is the fact that there are viable economic alternatives that the air base can be used for that don't have the same negative impact.

Dick Ring mentioned one of the statistics

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that jumped out of the SEIS. I want to mention a couple more.

At maximum capacity there will be six hundred flights a day out of that airport. Those six hundred flights will fly over our neighborhoods, our wetlands and national parks. That means most of those six hundred flights by the way will be compressed into the ten hour period, from 7:00 a.m. to 10:00 p.m., which averages about one every one to one and a half minutes. I took those figures from the SEIS.

The altitude for those flights crossing into Biscayne National Park will be sixteen hundred feet or less. The altitude for the flights crossing into Everglades National Park are from three thousand to forty-three hundred feet. The cruising altitudes for these planes is anywhere from twenty-five to thirty-five thousand feet.

There are other statistics.

Over Key Largo, there will be one hundred twenty-four flights a day in that same ten hour period. That's one every seven minutes. Those flights will produce a forty percent increase in the noise level in Key Largo.

I have with me a letter that was sent to the Air Force from the Department of Interior. I want to

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read quickly some excerpts so everyone will understand the position of the Department of Interior.

It say, "The Department believes that the mixed use alternative" -- the mixed use in this case means the kind of alternative represented by the Collier/Hoover proposals -- "is the preferred approach to achieve the stated goals for disposal of this property, and urges the Air Force to adopt the mixed use alternative in its recommended decision. The Department believes that the mixed use is preferable to development of a commercial airport, because it avoids adverse impact on national parks and avoids adverse impact on wildlife. It offers additional environmental benefits, avoids potential disruption on Everglades restoration activity and offers substantial economic benefit to South Florida."

COLONEL McSHANE: Time.

SUPERINTENDENT DICK FROST: It also says that, "The Air Force's goal -- quote -- "is to dispose of the property in a manner that supports local community and revitalizes South Florida. The Department of Interior believes this goal should be" (inaudible.)

COLONEL McSHANE: Next is David Ritz.

000030 DAVID RITZ: Good evening. My name is David

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Ritz. I am the president of the homeowners association at Ocean Reef, which is located in Key Largo, just southeast of the air base.

With me tonight are a number of residents from Key Largo, who drove up from the Florida Keys. We appreciate the opportunity to come up here and speak tonight.

Obviously, it is in our best interest to have our group provide written comments rather than speak tonight. With your permission, my statement also will be representative of the group you saw.

First, let me state that we are opposed to the airport as proposed in the SEIS. We are in favor of one of the alternative uses, and we feel that the SEIS is flawed. Unfortunately, and mistakenly so, the Draft SEIS stands for numerous impacts to Key Largo and other communities surrounding.

The Draft statement says these surrounding areas are impacted by military aircraft operations, but there will be increased noise after developing a commercial airport. Because the situation is perceived bad now, that is no justification to make it worse.

The increase in aircraft flights from the approximate fifty-four daily operations, to the

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estimated six hundred daily operations at maximum buildout, demonstrates the magnitude and the change and its impact.

Obviously, the noise from the airport's development is most troubling to the Upper Keys, however there are other adverse impacts that cause us concern.

According to the SEIS, the proposed airport will increase local air pollution.

Biscayne Bay is already oversaturated with pollutants and steps should be taken to lower those levels. Instead, the airport will cause nitrates from the airport up to a four-fold increase.

Simply put, an airport is not welcomed in our neighborhood, outdoor residential areas.

Historically, the economy of South Dade has been consisting of military and agriculture. The military has been removed. Any action that will negatively affect agriculture and tourism should be avoided.

An alternative that supports the two economies should be heard, and that is the Collier/Hoover Group Plan discussed in the SEIS. This alternative will provide much needed economic development for South Dade County, without the adverse

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environmental impact associated.

We support creating jobs that help the continuing recovery after Hurricane Andrew. The benefits should outweigh the environmental cost. Such would not be the case with the proposed airport. We encourage the Air Force to transfer the base and do the Hoover plan.

SPEAKER: Time.

COLONEL McSHANE: Pete Shields.

000031 PETE SHIELDS: Thank you, Colonel. My name is Pete Shields. I am just a citizen. I live in Florida, but I see things a little different.

Carl Haas, a columnist from the Miami Herald, reportedly is saying it's undisputable that Homestead and Florida City haven't fully recovered from Hurricane Andrew, but there are ways to develop the air base without jeopardizing the community's character, not to mention the two largest attractions, Biscayne Bay and the Everglades.

With that as a backdrop, let's assume that everybody in here has the same goals, jobs, a prospering economy, an environmentally friendly atmosphere within an acceptable time frame and at an acceptable cost.

As a homeowner and a citizen who loves the

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Keys, let's just do a cursory examination of what is on the table. The environment is affected by an airport. We don't know how much, but I hear noise and water pollution concerns to a certain level, depending on the study you use.

The Hoover plan, as I understand, of course, would be the environmentally friendliest.

How about funding available? I don't really know about it. There appears to be problems with the financial ins and outs.

Collier/Hoover has an impeccable track record. They can, and they have made it happen.

Jobs is the number one issue that was mentioned here tonight. Since Hoover has joined Collier, and their efforts are compatible, I submit that the immediate and total jobs and payroll dollars as well, as a practical matter, will exceed that of an airport.

Why do I say "in a practical manner?" It is my understanding that there are formidable groups present here tonight that will challenge the use of Homestead Air Base as a commercial airport. They have publicly stated they can tie up the decision for many years.

What is to litigate with the Collier group?

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Lastly, and purely as a citizen, I have something to say. For my share, as a citizen, Mr. Chairman, Colonel, I am having trouble with why this is difficult -- why this decision is so difficult.

Thank you.

COLONEL McSHANE: Sheppard Kingsman. I don't see him.

Norm Kramer.

000032 NORM KRAMER: Hi, Folks. My name is Norm, and I am the owner of Tropical Fun Center located in downtown, picturesque Naranja. I am also a local citizen. I've been down here, working, trying to make a living off this area here with all the folks, with the anticipation of development of the air base that we were so badly let down years and years ago.

We are struggling. I know many other small business people here that are struggling also.

Of the airport, the base has an airport. We've got our life savings tied up here, and our life right here in downtown Naranja, and we are looking forward to some viable development.

Thank you.

COLONEL McSHANE: Ignacio Sanchez.

000033 IGNACIO SANCHEZ: Mr. Chairman, thank you for the opportunity to speak on the alternatives that are

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available. As I listen to the speaker from the Ocean Reef Club, I was appalled, because as has been explained by Mayor Penelas, this is an issue that concerns the future of Dade County.

When he called for a show of hands, and half of this room is composed of rich people from Ocean Reef who can care less about jobs and Naranja --

COLONEL McSHANE: We need to have the speaker speak and the court reporter take it down or is not on the record at all. So please hold your -- hold it. Don't do it. Let the speaker speak.

IGNACIO SANCHEZ -- who can care less about the economic opportunities of the people of Naranja and who can care less of the small business owners as Norm just explained, and who today don't care about the future economic development of Dade County.

This is an asset that belongs to the people of Dade County and belongs to the same people, who like Norm, the people from Naranja, whose taxes paid for their property and who gave up that property for national defense in 1942, and now at the time that the federal government is going to give it back, we should give it back to the people of Dade County to develop as an airport.

Thank you.

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COLONEL McSHANE: Roy G. Phillips.

000034 ROY G. PHILLIPS: Thank you very much.

My name is Roy Phillips. I live at 12725 Southwest 218 Street in Goulds, Florida, a poor community. I am also an entrepreneur, one with a business along Washington Avenue, an avenue that needs business.

My wife and I came and we placed money in this community after the hurricane to build it up. I pay two kinds of taxes. I pay an assessment tax to the City of three thousand six hundred fifty-eight dollars and twenty cents and I also pay a tax to Dade County.

We need jobs, and we need a plan. I had an opportunity to work with the aviation and environmental communities, two communities studding the location of the airport, and all have come to the conclusion that Homestead Air Force Base is the best place to be.

I don't think you understand rich people. Let me tell you something. We build stadiums for rich people with taxes. Now we are going to build all this land as an airport for people. What are we going to do with the poor people of this town?

There are people who stayed in this area,

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didn't move out. Our business was destroyed, but we stayed here, and we didn't run to Key Largo. We didn't go to North Dade. We stayed in this town. We the people make up this community.

When I stand on the outside and see these poor people that come here because of agriculture, because they work for a dime, they need jobs.

We need to deal with the people here in Homestead and Florida City, where this Homestead airport strip is located.

I love the environment. I am a biologist by trade, but there are guarantees in this study to make sure that we have an airport compatible with the environment.

Thank you so much.

COLONEL McSHANE: Commissioner Miriam Alonzo.

000035 COMMISSIONER MIRIAM ALONZO: I am here in support of the airport. I believe that we have gone through an extensive process. I believe that we have done everything possible, and I am here to support the people of Homestead. I am here to support the thousands of jobs that this community needs. There is no doubt in my mind, and all of these studies have proven, that we have a tremendous need for an expansion of the airport.

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We need Homestead to have an airport. We need to have these jobs. I think the process has to be completed. It has been eight long years of studies and now it's time to deliver to this community. I think the long promises, the long wait -- as a matter of fact, I believe that the citizens of Homestead have waited too long and now it's time to deliver on the promises and to complete the process, and that's what I am here tonight to say, what the voices of the thousands of residents of South Dade are asking.

They want the jobs. They want an environmentally sensitive airport, and we need the development in Homestead.

I am here to bring that message and to say that this is the best location for this airport.

Thank you very much.

COLONEL McSHANE: John Merrigan.

000036 JOHN MERRIGAN: My name is John Merrigan. For a long time I've been critical of the Air Force for how long it took to get the study to this stage tonight, but I want to commend the Air Force, because despite the acrimony, this is the stage we got together to.

The study the Air Force produced is so thorough, so good, that it answers the most important

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questions. Most people in this room have to deal with, who are you going to believe?

Opa-Locka is an alternative you read in the newspaper. The study says it isn't, and it proves it isn't.

In this room you get a lot of opinions about shocking statistics about what the study says. The study is your interest. You are the ones. You should be able to make a decision about what is truth and what is fact.

One last point, really to go over the skepticism, and anybody that tells you, the facts are available. Whether you believe those facts or not, when you hear, "We are going to tie this process up," that is the last -- worse thing possible.

COLONEL McSHANE: The next speaker will be Robert Cruz.

Let me go ahead and call a couple of other names so we don't use the time finding these folks. Steve Bateman will follow and Marielena Villamil.

000037 DR. ROBERT CRUZ: My name is Dr. Robert Cruz. I am Professor of Economics at Barry University and citizen of Dade County. I am here to support the county's proposal, because I think it a sound proposal and meets the test of protecting the environment and

at the same time creating jobs.

Your own supplemental impact study, prepared by the Air Force, clearly demonstrates that the county's proposal would have a much greater impact on jobs and income than either of the alternative proposals presented.

The Collier/Hoover proposal, are dependent on an assumption that in my opinion carries a greater, much greater forecast risk than the County's proposal, and the economic impact cannot be revealed.

The growth and demand for air transportation services in Miami-Dade is well documented and difficult to dispute. Moreover, the Hoover and Collier proposal plans to convert a public asset into a private asset, and that should be part of your consideration.

The analysis provided by the professionally prepared supplemental indicated three times the earnings in the community than the Collier plan, twice as many earnings as the Hoover plan. Moreover, the County's plan will clearly generate higher quality jobs throughout the community.

The announcement of economic impact prepared by the SEIS are based on a well-founded methodology. One of the things that is not included in that study

is that the fuller County proposal would likely generate -- creates serious opportunities for new businesses to emerge.

Economists like myself, who have studied the South Florida area, would agree that after World War II the economic growth in South Florida has been the creation of the local transportation mega, including the airport and the seaport. In fact, Dade County could not have emerged as a center to international trade if it had not been for the infrastructure investments that were made at the airport and the seaport.

I think that we have to keep in mind that this area of course is in need -- in great need of economic development. That is clear. The statistics clearly show that Miami lacks behind the nation in the creation of jobs, lacks behind the state in creation of jobs, has a higher unemployment rate than the rest of the nation and the rest of the state.

This area obviously needs this investment to keep the growth momentum growing. Improvements at MIA can only go so far. It's time to create the expanded capacity that's necessary by preparing a new commercial airport.

Thank you.

COLONEL McSHANE: Is Steve Bateman here? I don't see him. Ms. Villamil?

000038 MARIELENA VILLAMIL: Yes.

Thank you for letting me speak to the distinguished panel. I am here to speak on economic development. Economic development leads to improving standard of living for the average citizen in the community.

A commercial airport is the superior anchor to enhance the economic development potential of the Air Base at Homestead and Miami-Dade County, relative to the other types of investments proposed for the Homestead Air Force Base.

Let me explain what my -- how I reached my conclusion. First, the average pay in the aviation industry is thirty-four thousand dollars per year, thirty-two percent higher than the average wage of twenty-five thousand nine hundred dollars per year involved in recreation services.

Therefore, the higher income generated by aviation employment, relative to the other types of project incentives, would stimulate economic development in Homestead to a greater degree than recreational projects.

Second, aviation employment and activities

also depend on human capital in a community, leading to a higher labor force. For example, more than one-third of the employment in the aviation industry is composed of skilled workers, defined as those with degrees beyond high school, such as engineers, mechanics, supervisory personnel.

Leisure employment, on the other hand, does not require the same highly developed skills that are found in multi-faceted activities of a modern commercial airport.

Third, a fact that strongly favors a commercial airport in Homestead is the demand for efficient air cargo services. Miami International Airport is already saturated with the handling of two million tons of cargo each year. The dual economic integration between South Florida and Latin America, the need for warehouse infrastructure to service, the expanding E-commerce business, all indicate the revitalization of the future of Homestead Airport.

The other projects however do not enjoy the demand or need as that of an airport in southern Miami-Dade County, which is the gateway of the Americas.

In essence, the viability of an airport is certainly superior to the viability of the other

projects presented. These other projects are not strongly tied to the demands for international commerce and the off-line infrastructure demands of the economy of the 21st century.

A modern airport complex is essential for the establishment of high wages, high value businesses that require fast and efficient transportation.

The other projects do not stimulate economic responsiveness that a modern airport can create.

Thank you very much.

COLONEL McSHANE: Next three names are Lawrence Levinson, Patricia Robbins and Augustine Esquenia.

Lawrence Levinson.

000039 LAWRENCE LEVINSON: My name is Larry Levinson. I've been very privileged to work for the communities of Homestead and Florida City, and I want to direct my comments tonight very brief to the very issue that you raised, Colonel, with respect to the environmental impact statement. I want to address those issues.

First, let me point out that it is certainly important and critical to know that this document, by the way, was over a thousand pages long. It is the size of the Los Angeles telephone directory. It's

about the size of the New York telephone directory. A lot of work has gone into it. We believe that it has in all these pages responded clearly and with persuasive force to all the environmental points that have been raised during the extended period, that is, issues ranging from A through Z, from air quality, to noise, to safety and zoning.

So the treatment of these issues should put to rest once and for all any concerns that environmental compatibility of the proposed disposed transaction, that is a commercial airport at Homestead, which as we all know was recommended in the Air Force study, and the broad community participation by Miami-Dade County, which is recognized and supported by the Department of Defense.

At this time, under law, policy and precedent, the community's plan, in this case the commercial airport, must be given inclusive presumptive weight by the Air Force. Washington does not make the decision alone. The community does. That's monumental of the branch of law.

The Air Force has full jurisdiction in determining how the base will be disposed of. Let me conclude by speaking about three additional points.

First, we believe that the Air Force should

reject the Collier plan. The proposal is unreasonable. It's not an alternative acceptable under the National Environmental Policy Act, and our comments are going to tell you why. You must disregard the Collier plan, because it came too late, too late in the process. Johnny come lately. It is not feasible, because it is tied in with conditions and speculative in deed.

Your very own paragraph, let me quote, states on Page 2, Line 4, the following: The Collier proposal is dependent on the ability to exchange federal base for property in the former Homestead Air Force Base, and it is not for certain whether the same can occur.

By the same technique, the draft also tells us that the Hoover plan we heard about tonight is also highly speculative, because no specific developer has been identified and it is unknown and we requires --

COLONEL McSHANE: Time, sir.

LAWRENCE LEVINSON: One last -- thank you. I have one more sentence to read. I just want one more second. Thirty seconds.

COLONEL McSHANE: Time.

LAWRENCE LEVINSON: Thank you, sir.

000040 PATRICIA ROBBINS: I am Patricia Robbins. I

represent an organization in Homestead, Florida that has been in operation since 1991. My position with that organization is co-founder and president of this organization. We feed those who are hungry throughout the State of Florida. We feed ten thousand families in Goulds, Princeton and Homestead and Florida City.

I think this is very important for all of you here to know that. Jobs are needed in Homestead, Florida City, Goulds and Naranja. I ask you to support development of a commercial base in the Homestead area.

Thank you.

COLONEL McSHANE: Augustine Ojalgbe.

000041 AUGUSTINE O. AJALGBE: Thank you, Mr. Chairman. I would like to give my time to Ramon Rasco, if you permit that.

I ask to yield my time to the --

COLONEL McSHANE: I don't think we are going allow that under the rules. I am sorry.

AUGUSTINE O. AJALGBE: My name is Augustine Ojalgbe. I am a citizen. I live in the South Dade community. I support the conversion of the Homestead Air Force Base to Miami-Dade County for the development of the commercial airport. The commercial airport will bring to the community very good high

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paying jobs, compared to Collier/Hoover.

As a member of South Dade County, South Dade community, I feel good jobs -- a good commercial airport will bring forth opportunities for minorities. I support the commercial airport plan.

Thank you.

COLONEL McSHANE: Next three names are Salomon Esquenia, Vanessa Mase and Mike Richardson.

000042 SALOMON B. ESQUENIA: My name is Salomon Esquenia. After spending over five million dollars of tax payers' dollars on the SEIS, which we all know employs certain techniques, we are at basically the same arrival, the same conclusion as in the 1994 environmental study, and this is that a commercial airport at Homestead is environmentally compatible. Now that we have gotten over our mental concern, it's my belief and my opinion that the proposed action under the SEIS is the preferred plan for an extremely important reason.

First, we heard Alex Penelas. We have heard Dade County Aviation Department say that Dade County needs another airport. In fact, the SEIS has provided that Miami International Airport is expected to reach full capacity between the years 2006 and 2010, and provides there is no other available site for the

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reliever airport, including Opa-Locka. You know, South Florida needs a reliever airport at Homestead.

Second, we cannot allow for these airport to be -- a public asset to be transferred to a private developer. Homestead Airport needs to go back to the members of the Miami-Dade County community.

Third, we have listened to Mayor Shiver of Homestead and Wallace of Florida City, and they have expressed the extreme need for their respective communities to have jobs. It is provided that an airport will generate over thirty-eight thousand improved paying jobs, better jobs than any of the other proposals plans in the SEIS.

My fourth and final reason is that airport related jobs are estimated to generate over eight hundred million dollars in revenue, and by the year 2015 reach over one billion dollars of revenue. This will allow the people employment. This will allow a strong, solid economy.

The airport at Homestead would generate more revenue than any of the others in the proposal, and this is one of the reasons that I encourage you to go beyond your environmental source to do what is right for South Florida and to transfer the base back to Miami-Dade County.

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COLONEL McSHANE: Is Vanessa Manes here? I don't see her.

Mike Richardson.

000043 MIKE RICHARDSON: Good evening, Colonel. Welcome to Homestead. My name is Mike Richardson. I live at 590 Southeast 19 Drive in the city of Homestead.

I came to Homestead in 1989 to be in the Air Force, retired 1992, and soon after that became a member of the We Will Rebuild Team that successfully lobbied to bring the Air Force reserves back to Homestead.

I worked with the Department of Defense as a base transition coordinator to Homestead, a position I left in 1996.

In the ensuing four years I've been extremely frustrated by the divisiveness this issue has caused in our community and the lack of progress, of final economic use for a very important piece of property to the economy of South Dade.

I have written comments for you, and I will pass them on to you. Many of my comments have already been addressed by other people here tonight. They are familiar in two general areas. They are broad conceptual things where I think you missed some issues

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that need to be addressed. I only had the opportunity to looks at the summary documents, and many of the issues may be addressed in the larger document.

I have six editorial things at the end, of some issues where I don't understand the points that you are trying to make, and I think you need to write them a little clearer.

There are two issues, however, that I think the Air Force needs to address, and the Air Force in and of itself is uniquely capable of doing.

One is, Judge, you need to get in the -- when I went through the base transmission coordinator training, they told us about the defense property disposal legislation. Basically once property is declared surplus and excess, that one of the federal agencies has an opportunity to claim that property. When that window of opportunity closes, they no longer have the opportunity to come back at a later date and say, "Now we want it."

In my mind that precludes the Department of Interior for asking for the property at this time so that they can execute the Collier trade.

I am not a legal expert. You need to look that one up.

The second issue that hasn't been well

addressed, although it was alluded to earlier, was the issue of what happens if we pick up one of the mixed use alternatives that does not contribute operating dollars direct to us. What is the impact going to be, the next round of base closures -- the 482nd will be a prime candidate for closures -- the next time we have base closures. I will say that I am extremely skeptical about the value of these public hearings, given the facts that two cabinet level officials have come out publicly in opposition to the commercial airport. It seems like the administration has made up their mind on this issue and you are wasting your time and our time.

It says to me that as Vice President Gore has already written the revised record of decision for secretary Peters to use.

Thank you for your patience.

COLONEL McSHANE: Next three names are Thomas Weller, George Cadman and Oma Gomiz.

000044 THOMAS WELLER: I am Thomas Weller. I am an attorney in town. A lot of people have left. Apparently some of you are getting tired.

As an attorney, I've practice in a small firm in Homestead since 1979. I enjoy parks. We were in college in the early '70s and you can't be a

non-environmentalist. I am here to tell you this County needs -- since '92 a lot of people left. I am glad you didn't. I didn't either. We need jobs.

The planned Air Force Base or the commercial base is going to give us jobs the quickest, and in the long run the best jobs. Until you can show me a plan that does this swift as well, I am going to stick with the commercial airport. Without these jobs we are going to continue withering. We need them now.

There are a lot of people out there who are against this and I am wondering how many of you have read the SEIS, because this is not propaganda. You need to get the facts. I am being presumtious enough to say that the expert who did this knows what they are talking about. In my job as an attorney I hire experts. If they are unbiased, I believe them.

The study is unbiased as far as I can see. The facts are here. They say there is no adverse -- significant adverse environmental impact. If it's good, let's do it. The study is here. Now what?

Earlier a lot of you were upset that we had people from elsewhere in Dade County and possibly outside of Dade County speaking. We found this is a lot of problem. The same people give to Sierra Club. I would be willing to give you their comments -- there

are extremely rude people here. I hope that you people are not from South Dade, because I know most of the people I know from South Dade are hospitable.

I hope your comments change, that you don't hold any personal animosity and using threatening tyranny on the (inaudible.)

A survey was done. Sixty-three percent back this, as do I.

Thank you.

000045 GEORGE CADMAN: Good evening, Colonel. I am George Cadman, United States Marine Reserve, retired, also a native of South Dade.

I graduated from this high school -- as I told to my wife I can hardly believe it -- twenty-one years ago. I never thought I would be back here to do something like this twenty-one years later.

I will share with you and the panel and the folks that make the decision, I was please with the information that you provided here in the analysis. I felt very positive when I saw that you concurred that out of the three uses for the air base, an airport was a viable alternative, and I believe that we have to look as a community to the future and not be shortsighted because the County planners have said we will need additional air space and airports in the

future, and fifteen years from now it is not that far away, because when I look back twenty-one years, that wasn't very long ago.

For those of you who look in the future, remember that fifteen years from now we shutdown an economic development in Dade County because of your lack for sight. This will be truly a tragedy for those who come back after us.

I love this community. I love the environment, and I think we need to protect it, but I think we will build the necessary devices that will protect the environment within this community, so that we can work with balance and be able to work together as a community and provide the jobs.

It tears my heart out to hear about the folks in Naranja and the problems they are having and the problems in Goulds. I know what it was like to go through all the problems that we suffered through and we still have not recovered. They are the people that can't afford to go to our national parks. We have our national parks and we have residents in our community that can't even go to the national parks.

I mean, it is just unbelievable. I ask you, this panel, and to the people in Washington, that we come up with the opportunity to provide the jobs

necessary to restore this community to the position that it belongs in. It's just unconscionable to me -- I served this country in Vietnam. I've become very cynical when I see a process and when I hear, "We'll take you to court and we'll bring you to your knees." That makes me sick.

000046 KEN MARTONES: Good evening distinguished members. Good evening members of the Board. We have heard from probably most of the people that represent this community, our mayors and commissioners, our state representatives that have been here before us, except for one that has not read your report, which is the safest report we have. We all have the best interest of this community.

This community of Naranja Lakes is a community that has suffered through a lot after the base was closed. Over seventy percent of the people of the city have voted for the development of this airport -- commercial airport.

The Air Force already left intact the air field, as well as law enforcement agencies that are needed to proceed in their absence.

Now, Florida City has an incredible amount of unemployment, fifteen percent or higher. I implore you to make a decision and make a decision for this

community to pull forth and in favor of the development of Homestead Air Force Base into a commercial airport.

Thank you.

COLONEL McSHANE: We've been going for about two and a half hours. We have a court reporter. At least a five minute break. We are going to take five.

(Short recess taken.)

COLONEL McSHANE: Please have a seat. I'd like to get going again. I do want to remind you that we are going to be having four more hearings over the next two days. There are two tomorrow in Kendall and there will be two on Thursday in Miami. I believe we start tomorrow at noon with the first of two hearings in Kendall and the second one at 7:00 p.m. Then on Thursday we'll be in Miami starting at noon and again at 7:00 p.m. for the evening session.

At this point I'd like to call on the next half a dozen names. If I call your name, just gravitate toward one of the microphones.

Mercedes Sellek, Alex Anzardo, Ralph Moore, Virginia Pike, Frank Nero.

Mercedes Sellek.

000047 MERCEDES SELLEK: Thank you. Good evening.

My name is Mercedes Sellek. I am here to speak on the developer, Homestead Air Base Developers, Inc.

We heard a lot of hype and about the environmental impact of the airport and a flight-by-night-type of lease. All of that is a lie. We are here to tell you that HABDI is committed to an environmentally safe airport. This has been shown through the Chapter 288 process that was commenced here in the State of Florida with the water management plan, that was approved by the South Florida Water Management District, approved by all the appropriate environmental agencies and ultimately approved by Governor Lawton Chiles and the cabinet.

The environmental safeguards that are built into this project are secured by the 288 process and the permits have been obtained up-to-date on that. We will improve water quality into the bay 35 percent by the year 2005.

The project also brings tremendous economic development and opportunity to the entire Miami-Dade County community, particularly the South Dade County community, where it's most needed, and provides necessary airport capacity that has been discussed by the Aviation Department, the Mayor and the County Manager.

It is critical for our airport transportation system and it's necessary for Miami-Dade County to remain in the forefront in the international trade relative to the 21st Century, the least of which is that the County would be the recipient of the billions of dollars in infrastructure built with HABDI's own money and stated facility for future e-commerce, aircraft maintenance and repair and other facilities to the community, our children and our grandchildren.

HABDI is committed to making this project work both environmentally and economically. We can build a safe airport that would be developed with appropriate mitigation measures implemented per Chapter 288 and whatever mitigation plans are required by the FAA and other environmental agencies.

For these reasons we are urge the Air Force to please consider and respect the SEIS, the process that has occurred to date and we ask that the Air Force along with the other agencies involved, including CEQ, transfer the property to Miami-Dade County.

Thank you.

000048 ALEX ANZARDO: Good evening. My name is Alex Anzardo. I've live in South Dade for over seven

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years. For the last twenty-four years I've lived one mile from where the proposed airport will be built. I will gladly put up with any inconvenience caused by the airport, in the hopes that it will bring jobs into this community. In my job I need to travel on a monthly basis, on a daily basis. I am talking about development of not just the city, but Cutler Ridge, Harper's Bazar and Country Star. All these areas, there are thousands of people that live here. If you travel these areas you'll find many homes boarded up, many people out of work.

If you go to other sections, you'll see how many people are in government subsidized housing. These people need jobs. I am very happy that Mayor Alex Penelas and Steve Shiver have joined hands to support this. This is a wonderful cause. Please don't let this slip away.

Thank you.

COLONEL McSHANE: Ralph Moore.

000049 RALPH MOORE: My name is Ralph Moore and I am a little different than most people that are here tonight, because I am from Community Council Number 15, elected official of a neighborhood surrounding the Homestead Air Force Base. I also work with Job Services in Perrine dealing every day with people out

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of work from the neighborhoods the Perrine, Cutler Ridge, Homestead, Florida City, Goulds.

I personally believe that we need jobs. We need jobs badly in our area. Since Hurricane Andrew hit this area the number of people coming to our office has increased enormously. A lot of these businesses in this area have moved out of the area because the base closed and the people have moved out of the area, so businesses have move out of the area also.

We have a large number of people out of work, no place to work, and most of the jobs are headed north of Kendall Drive. These people don't have money to have cars to drive north to get jobs that far north.

I also live a mile from Homestead Air Force Base. Like I said, I've talked to a lot of people, and I wouldn't say all of them feel the same way, but most of them told me they lived there before the base was destroyed by Hurricane Andrew and we had twenty-four flights a day. There was no noise. Everybody was happy. I don't understand why now suddenly everybody is against an airport, when we had one before.

We need the help for people that are out of

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work. No one is talking for them here tonight. Those are the people that should be here and saying, "We need jobs."

Out of all the plans, we think the commercial airport will bring the most jobs to our community the fast way, but personally, anything that would bring jobs I'd support. As a representative of a community, we need jobs. We have an air strip. We have a hanger. What is that? That's an airport. It is an airport.

We need, in my opinion, a commercial airport there and that would be the smartest thing that the Air Force can do for the good of the community of this area.

Thank you very much.

COLONEL McSHANE: Virginia Pike.

000050 VIRGINIA PIKE: Hello. I am Virginia Pike. I am here tonight in support of the airport. South Florida and Homestead have an opportunity that many cities can dream of, the availability of thirty-eight thousand jobs, economic development which can create new jobs.

As tax payers we spend millions of dollars in environmental and impact studies and every time they come up saying the same thing, there is no

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negative environmental impact.

Again, I would like to believe that we all recognize that the human survival, in essence human beings, that means having jobs and supporting our family. This is the Number 1 issue.

The City of Homestead suffered terribly during Hurricane Andrew. I have a few people here that seem to lack common sense and want to destroy it again.

As I stood looking at the Collier/Hoover preliminary master plan over on our left this evening, it says it will bring jobs over time. I think we've been waiting for time in Homestead since 1992.

That's right. I've listened. This is not mean to be rude, but I heard park superintendents become aviation experts tonight and I've listened to residents from the very expensive rich areas of the Florida Keys become environmental experts, and last but certainly not least I've listened to Commissioner Sorenson speak, saying something that sounded outlandishily. Who has she been taking to lately? (Inaudible.)

I think we all in the room know this is a no brainer. We need the airport. We need the jobs.

Thank you.

000051 FRANK NERO: My name is Frank Nero. I am president of the Beacon Council. I have prepared remarks that I'll give as attachments. I am here representing the Beacon Council which is an economic development agency.

Homestead Air Force Base was realigned on March 31, 1994. Prior to this official date, the Air Force Base we all know was severely damaged by Hurricane Andrew. Following that Hurricane, community leaders undertook a mayor study to determine the best need for Homestead Air Force Base. That study, funded by the U.S. Department of Defense, managed by the Beacon Council, utilized proof from a broad base of South Miami citizens.

Let me also point out that it is currently the local community's official plan, and according to the Pratt Procedures, it does have some standing.

The conclusion and recommendation was to develop Homestead Air Force Base as a dual use military/civilian regional reliever airport. The basic premise was that air cargo capacity at Miami International Airport would be reached during the 21st Century. Homestead Air Force Base would serve as a compliment to air traffic.

The aviation industry is expected to

establish a Homestead Regional aircraft maintenance, In addition, aviation education, training were also included. The economic benefit would include above average wages, relatively large employment and relatively large revenue, leading to large employment.

Those forecasts were accurate. In 1992 twenty-six point five million passengers used MIA. By 1998 thirty-four million, a twenty-eight percent increase. Passengers are forecast to reach forty-eight million in 2005.

Likewise, the total number of air cargo was one point one million in '92, and nearly two million tons in 1998 and forecast to reach forty in 2005.

A recently conducted study by the aviation department says we are going to lose our aviation industry here in Miami-Dade County. They are going to move elsewhere.

I chaired the base realignment study in Jacksonville and I can tell you that if we don't have a commercial airport here, not only will we not have the jobs here, we are going to lose the jobs we currently have, because they can't expand. They are going to move out of this area. They are going to move completely out of this town.

I urge you to adopt the recommendation for

the commercial airport for Homestead.

COLONEL McSHANE: Maria Bracket. Nathalie Grignal, Art Fernandez, William Riley, Sheri Lucas, Alberto Notes.

000052 NATHALIE GRIGNAL: I am Nathalie Grignal. I am a stay at home mom. I live in Megan's Place. People mentioned the Opa-Locka Airport as an option, and I thought that was ridiculous. I don't know what can be done if Homestead is not chosen. Since I live two miles from there, I guess I would be affected by the increase in that traffic. Being about fifteen minutes from MIA, I see a few airplanes overhead, but I was puzzled by the option that was brought up by Collier/Hoover to turn it more into a tourist attraction and everything toward the tourist industry.

I am wondering how that's going to work, if tourists fly by here and don't drive sometimes. How are they going to come if MIA is full and Opa-Locka is too narrow for a 47 to 57. They can't expand beyond. That's my question.

000053 ART FERNANDEZ: I know it's getting late. You are getting sand in your eyes. I know you have been hearing repetitious stuff, but I represent a local union of two thousand members. I've lived in Miami-Dade over five years.

During Hurricane Andrew I came down to Goulds and Naranja. We put up over five hundred roofs on the destroyed homes. I was glad to do it. We need jobs. I represent two thousand members like I told you, from seventeen crafts.

I love quality of life. I just have a new grandson. I believe in that Florida life for him, and I believe -- I am a fisherman. I am a golfer. I am an advocate, but we need jobs for our people.

Thank you.

000054 WILLIAM RILEY: Good evening. My name is William Riley, with the International Brotherhood of Electrical Contractors. You've heard several things. You've heard in the year 2015 we are going to be out of airport space. You heard the overwhelming majority of elected officials speak to you about supporting Dade County and its proposal for a commercial airport. You also heard there is no other viable site for this airport.

The jobs that you also heard about tonight that are needed will be created by the airport for the people of Homestead, as well as Dade County, and we would ask that you support the Miami-Dade County proposed commercial airport.

Thank you.

000055 RAUL HERNANDEZ: My name is Raul Hernandez. I live in Miami Lakes. I am not going to take that much of your time. I know we are tired. If we have Opa-Locka as a reliever airport, that's going to be a tragedy, because that airport is surrounded by a lot of people. One aircraft can wipe out half of Miami Lakes. The opposite side, to do this in Homestead, we have lost a lot of jobs and we need the money. We need to do it.

Thank you.

COLONEL McSHANE: Alberto Notis, James Willis, Laurie Hourn, Jaime Brown, Eric Greenwood, Mario J. Garcia-Serra and Felix Rodriguez.

000056 JAIME BROWN: My name is Jaime Brown. I am really -- I am looking at the room and there are just a few vocal environmentalists here. Then it dawned on me that most of them had a really long way to drive home.

I've been really privileged over the last few months to work with the folks of Homestead and Florida City trying to get some jobs in the community, and professionally it's one of the most meaningful things that I've worked on. These are the best facts, thirty-eight thousand jobs for this area and one billion dollars in your pocket. That's what is in the

study.

The other thing that's forgotten up in Washington is that the people who are most impacted by what has happened are low income and minority residents of this town, and the decision-makers and the environmental activists that are heavily involved in the project, they are uncomfortable when they hear that, but that's the truth.

Yesterday I had the privilege of meeting with one of the review leaders. She told me about a teenage boy who is weeping in front of her because he can't find a job to help his family out. These are the kids that turn to drugs and crime, because they are not allowed to have a job. No kid should think they have no choices because their life is done. That's what this is about. Don't say you've made your presence know tonight, when there are people who are making a decision about what you say. They are hearing you and that's what matters.

000355 ANDREW ROSE: My name is Andrew Rose. I've been in this community since 1940. I have comments that relate to the report, the SEIS, because I feel that there hasn't been a true flight operations analysis of the effect of the aviation activity we had in the Homestead airport.

The example presented on the reports, not one of them talked to the aviation community directly. I challenge anybody to put that many airplanes on a single runway in a twenty-four hour period anywhere in the world.

If you mix light airplanes with the heaviest, we haven't talked about this, only twelve percent of that figure is cargo airplanes. Everything else is passenger and general aviation and military. That's not in the report.

As an example, if two heavy airplanes take off one after the other, at any airport, generally speaking, there is a three minute separation. If you put little airplanes in the mix, it is going to be more than that, because the jet wash from the big airplanes will turn that airplane upside down and tear it apart in some cases.

The other aspect of the report that I have a problem with, the noise diagrams and what have you, are not relating. In other words, they don't tell at what altitude and how that affects other things in the area, whether it's reflected off building or what have you. You can take off some airports in town and it bounces all across town. These are little things that I point out.

I would like to comment on Katie Sorenson. Ms. Sorenson's comment about no airline would come down here to have service, I don't think she has ever heard of Southwest. Southwest flies out Dallas, Texas, and the big airport is forty miles away, which is further than Miami airport.

As it relates to the movements -- my time is up.

Thank you.

COLONEL McSHANE: Your name?

000057 MARIO GARCIA-SERRA: Good evening. My name is Mario Garcia-Serra. First, I'd like to thank you and your colleagues for being with us this evening. I am speaking for both sides when I say we are very thankful.

I want to make clear that everyone here, like myself, young, still in school, hopes to raise our future families in Miami-Dade County and support Homestead Area Force Base.

Why? All the facts and consideration point to the Air Force Base as being the obvious location for a relieve airport. Those of us who have traveled out of Miami have faced agonizing lines, frustrating traffic, and we realize that MIA is at full capacity now and needs to be relieved soon.

Homestead is the best place for this airport for many reasons, and having the busiest Air Force Base in the United States for a period of thirty years it has proven it is an environmentally sound decision.

Lastly, the integrity of the base closure must be protected. Let's bring the airport to Homestead Air Force Base.

Thank you very much.

000058 FELIX RODRIGUEZ: Good evening. My name is Felix Rodriguez. I live basically right outside of Miami International Airport. Sometimes I wonder not if, but when. MIA is in the heart of the City of Miami. Unlike other airports, MIA does not have a runway that's adjacent to a body of water and does not allow pilots to bring the planes over water.

Flight 592 went down in the Everglades instead of a populous area, and a terrible tragedy did not result in a catastrophic loss of life.

All of these factors only lead me to one conclusion, that MIA desperately needs relief. As to the proposals, I am not an expert. I am not an environmentalist. I am not -- I can only attest to what I see with my own eyes and what I can gather from the news media.

In today's Miami Herald an editorial was

written, and it said that it must be recognized that whatever redevelopment occurs will include an airport. The Air Force's strip is up and running.

With that said, the Collier proposal offers environmental friendly golf. Of course, as I said before, I am not an expert, but it makes more common sense to conclude that the golf course resource might bring twenty thousand jobs per year.

What many people don't realize is that no matter what happens, the Air Force, rightfully so, uses the runway. I can just imagine coming up to the first tee on the golf course and playing on the green and all of a sudden you have an F-16 over your head. We have the same problem with a business complex next to the airport. It is not a good idea either. Ask the people who survived when Fine Air came crashing down.

I apologize in advance. I am not an environmentalist, but it is better any day of the week than a plane crashing over my house. The most logical and rational conclusion that one can reach is that Homestead Air Reserve Base should be redeveloped as a commercial airport. It will bring thousands of jobs, over one million dollars in revenue.

I implore you not to delay this any longer.

COLONEL McSHANE: Last call for Eric Greenwood.

Next several names are Raul Hernandez, Denise Gomez, Javier Herrera, Brad Sewell and Ana Palma and Ana Marie Castle-Bray.

Who do we have first?

000059 JAVIER HERRERA: Javier Herrera. I am speaking on behalf of the younger generation, who will be receiving the benefits, by saying that this commercial airport in the base will be viable.

The Collier plan will provide jobs, but twenty-four thousand less jobs than the airport will provide, which is at least six hundred fifty million dollars less than the airport.

Obviously the Collier/Hoover is not a plan for recovery. A commercial airport seems to be the more viable answer to the issue.

Thank you.

000060 ANA PALMA: Hello, my name is Ana Palma. I am in favor of the airport, and I think it's time that we provide jobs for our community.

Thank you.

000061 SPEAKER: Hi. My name is Denise. I am in favor of the airport. I just think thirty-eight thousand jobs is a good idea. Think about how many

people that are unemployed will have a job, and how many more kids will be able to eat off these jobs. I think this plan will save a lot of lives.

Thank you.

000062 BRAD SEWELL: My name is Brad Sewell. I am an attorney with the Natural Resources Defense Council. I want to focus on the SEIS and talk about what is in the SEIS, and have a discussion about it.

The information in the SEIS and the conclusion that can be drawn from the SEIS and could be drawn from the information in the SEIS, people need to realize that because of conflicts with Miami International to the north, the planes from Homestead have to fly lower for longer than they otherwise would. The altitude of the planes in this area will be fairly low.

As said by several speakers this evening, that's quite a few dozens of flights over various locations in the area. For example, in the Biscayne National Park they've estimated one hundred five flights a day, at an altitude of two thousand to four thousand. At this distance a commercial jet sounds like the equivalent of a lawnmower or New York City train. As far out as Elliott Key the jets will sound like a garbage disposal. Think about that.

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Also, the proposed plan area will increase pollution in Biscayne Bay. The airport will also significantly increase into the bay, things like carcinogens and hydrocarbons.

It sounds like an awful thing. The development of an airport will destroy thousands of acres of adjacent land.

Now, that's the information. What conclusions can be drawn? That's where we see the various agencies and federal government going the separate ways. You need to recognize that the SEIS put forth their conclusion, and that the FAA is in the business of developing airports and insuring that as many planes as possible can fly out of here, so think of their agenda.

The Department of Interior, which discussed the environmental impact and the preferred alternatives, they are the steward of national resources in the environment of South Dade and the national parks. Think about who you wish to believe.

The FAA's conclusion is that there is no noise problem from the airport. You might question that. The noise level, the FAA works to protect you from the sound made by a dishwasher next to you, think about having a barbecue. Do you want to perpetually

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hear the noise of a dishwasher? That's the sound FAA wants to protect you from, not the natural park.

Think carefully about this decision and we suggest that you seriously consider the various alternatives.

Thank you.

000063 ANA MARIE CASTLE-BRAY: Good evening. My name is Ana Marie Bray. I was born and raised in Miami-Dade County, and I wanted to say in favor of the proposed action, during school, I always fly out of Fort Lauderdale, simply because it was impossible to get a flight out of Miami, and the flights that we were able to get were extremely expensive, much more so than flying out of Fort Lauderdale. Every time we had to go back and forth, I made the track up to Fort Lauderdale so I can fly.

The need for a reliever airport is nothing new. It is something that we knew for a long time. A couple of suggestions have been put forth with respect to which alternative is possible.

With respect to the airport, I am going to follow up on some of the things that Felix said earlier. With respect to accidents and potential problems with the Opa-Locka Airport, it's in a very heavily residential area and has a great deal of

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problems.

When the Department of the Interior conducted the original SEIS in 1994, Opa-Locka was not even mentioned as a possible alternative. In the SEIS, reasons were given why that was so. The first reason was that Opa-Locka Airport, its longest runway, even considering all possible expansions and extensions, it can't accommodate non-stop, long haul service.

The second reason, and probably the most important reason, is the air space constraints. The airport is located between Miami International Airport and Fort Lauderdale Airport. There will be a lot of, I guess, airplanes crossing in the same space at the same time, which presents a very large problem for air traffic controller, trying to make sure there aren't any accidents, when you have such a small area of space and three airports trying to fly constantly. It creates a great deal of problems, and they are specifically stated in the most recent SEIS.

Additionally, this is where I am going to follow up on what was said before me. It's a very, very heavily residential area, probably one of the most residential areas in the entire County, and to have flights leaving from that airport is not really

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possible.

So finally I'll just say, it's clear that Miami-Dade County needs another airport. That's been known for a long time. It's nothing new. It's equally clear that Homestead, not Opa-Locka, is the best location for that airport.

Thank you.

COLONEL McSHANE: I am going to call Raul Hernandez and Denise Gomez. Was that Denise that spoke after Ana Palma or was that somebody else? I don't have Denise here.

The next name is Martin Dendaw and he was here earlier, but he had to leave. He's left a statement with me. It will be included in the record and given equal weight as any.

I want to remind everybody that's here, if you don't get a chance to speak tonight, you can make written comments.

I can't pronounce the first name, Oickia Lucas, from Leisure City, Florida. Anybody named Lucas? Maybe they are gone.

Next name is Alex Heckler, Michael Stevens, Mary Finlan, Gary Beck, Adams Koslofsky.

000064 ALEX HECKLER: Ladies and gentlemen and distinguished panel. I am a student. I am a graduate

student at the University of Miami Law School, and Miami-Dade County citizen. I am before you this evening to publicly place my opinion on the record. I've been here for over five hours, and the reason is because I want to share my thoughts, that will hopefully be included during the decision-making process.

I am pro environment. I enjoy and respect our national parks and wildlife. However, I am in strong support of economic development in South Miami-Dade County. I am in favor of an airport compatible with our environment. That's Homestead Regional Airport.

As a representative of Miami-Dade County's younger generation, I urge you to think for the future and plan accordingly. We must act now.

According to the FAA, within the next ten years Miami-Dade County will need a reliever airport. If we do not plan now, by the year 2006 will be too late. I'll be twenty-nine at that time. I would like to be included as part of the thirty-eight thousand jobs and one billion dollars in income.

Also, something that a lot of people might not realize is that when we are talking about the jobs and the one billion dollars, it's not just the

airport. It's all the folks who have come here that own businesses around the airport, and the restaurants around the airport. That's very important, because the people who are struggling today, who live in Homestead and surrounding areas, will gain relief from this, and they will develop themselves economically.

I want to bring up a word that I haven't heard this evening which I feel is very important. That's co-existing. When I looked at the Miami-Dade County proposal, I saw a picture of a bird and that picture is an example of co-existence.

Over the last fifty years, human wildlife and our national parks have co-existed and that's very important. People don't realize that.

I have a niece who is seven years old, and will be seventeen years old when Miami-Dade County needs a reliever airport. I want her to be able to benefit from this, and my family and all the folks here.

I wanted to remind everybody, for our future, please act now and do not delay anymore, and thank you everybody for waiting five and half hours.

000065 ADAM KOSLOFSKY: Good evening. My name is Adam Koslofsky. I live in Key Largo, Florida, Monroe County.

I have the opportunity to speak to you today on behalf of the thousands of members of Reef Relief of South Florida, based in Key West, Florida. Our organization is dedicated to preserve and protect the living coral eco system. Therefore, we are particularly concerned over the environmental impact of this proposed activity, the conversion of the surplus Homestead Air Force Base property into a commercial airport, would have upon the coral reef eco system of South Florida, including the people that live near it and visit it annually.

The impasse is air pollution, noise, wetland destruction and stormwater are an inequitable and unavoidable risk of a commercial airport and facilities.

The result will be a deterioration of the environment, quality of the coral reef and the eco system that acts as a critical habitat to endangered and otherwise protected wildlife.

The impact to the integrity and Everglades National Park and the Florida Keys National Marine Sanctuary by this federal action are unacceptable and in direct conflict with the purposes of their creation.

In addition, you'll find out that a

commercial airport, although it is described in the SEIS as incentive to boost to local economy, would have long term negative impact and affect future activities associated with the region, particularly eco tourism.

As an environmental organization, we would prefer an alternative in the SEIS, that is that the federal government retain ownership of the remaining one thousand six hundred thirty-two acres of the former Homestead Air Force Base and do nothing with the land.

We therefore strongly recommend that the Air Force and the Federal Aviation Administration should use other alternatives for economic development of a comprehensive sustainable development plan.

Thank you very much.

000066 MARY FINLAN: My name is Mary Finlan. I live in the City of Homestead. I am on the Homestead/Florida City Chamber of Commerce.

Regarding the survey that Katie Sorenson mentioned earlier, in July of 1997 South Dade residents in the zip code area south of 216 Street and 207 Avenue, thirteen thousand nine hundred residential numbers, I would only be asking them a single question, "Do you support economic redevelopment of

Homestead Air Force Base into a commercial airport?"

69.3 percent of those people said: Yes.

As a professional survey that was done by a valid corporation, and if the local consensus is of any value to this committee, that's the local consensus. I am going to leave this with you for the record, this survey here.

We all know we need tourism. We know our economy is bad, and we are not going to shut up. We'll take care of our environment. We don't need to be told that by people from the outside.

000067 MARK RIFF: I'll be real quick. I've a got a couple of questions about the redevelopment of the Air Force Base. Do you think or do you accept the Collier/Hoover plan, and everybody keeps saying that the administrating government, they are going to trade the federal government their oil and mineral rights. Folks, you know, realistically I don't see you doing that. That is not a win, win.

This community needs jobs bad. In the SEIS, Biscayne National Park airplanes flying are not near as bad as the landfill that's been expanded three times right up against Biscayne National Park.

Thank you.

000068 DR. JOSEPH G. SEWELL: Good evening, Mr.

Chair, those of you that are here tonight. I am Dr. Joseph Sewell of the Baptist Church, a man of faith. We've heard a lot tonight about the environment, but I would like in this political climate to quote something that I found from the Father of the Constitution, the Declaration of Independence.

It says "All hold these truths to be self-evident that all men are created equal, that we have legal rights to the pursue of life, prosperity."

We men have been enabled with rights. It said we humans. It doesn't say we birds or we fish or we pigeons have rights, but we humans have been allowed the legal rights to the pursue of life. Human life is very important.

I am pastor of a church in this area. Some come from Princeton, from Perrine, from Goulds, from Florida City.

I see these mothers, we want to put them back to work. Okay. They are on welfare. There are no jobs. You train them to work. Have you ever looked at a mother that brings her child to a day care that I have in my church, and she says, "Pastor, give my baby some milk, because I don't have milk."

A man that has a skill, but there is no job. You are trying to service these people, and you see

the hopelessness in their eyes.

This gentleman, the superintendent of parks, he says, "Go to Miami International Airport. What do you see?"

I want you to come in my community and see some things. See the hopelessness, see the despair, see the look in folks' eyes when they have a skill, but they don't have jobs.

We need jobs. We need jobs. The people need jobs. We have people with degrees that can't work. We have people that are skilled. We have single mothers with children.

Please, listen to the heartbeat of this community. We need jobs in the City of Homestead.

Thank you.

000069 STEVE SAPP: Thank you, Colonel. My name is Steve Sapp. I am president of Dade County Farm Bureau. We have three thousand members in our organization. If you look at the demographics of our agriculture area, there are eighty-three thousand acres of agriculture grid in the state of Florida in the most recent study.

I have to tell you that one of the things that upsets me most about public hearings is that there appears to be division in our community. I hate

that more than I hate anything else in the community. I rather see people work and iron out the situation, whether it's the politicians who comes and take a position or whether it's the people in the community.

We support the commercial development of the airport at Homestead Air Force Base and we support it for two reasons. Number 1, that will have a great effect on the community. Our farm community, we are smart enough to look at the future and realize that Cuba is going to be a major market one day, as well as the Caribbean and South America and Mexico. It is very clear the direction that our community is taking and we as agriculturers need and understand the airport is going to be critical to the future on agriculture.

Number 2, and more importantly, because that first reason is pretty selfish, for the agricultural industry to sustain itself and continue.

The second reason is a community reason. Our community is in trouble. The infrastructure of our community is falling apart around us. Our health care -- our hospital has lost money for over seven years in a row, over seven million dollars. We are not going to replace that seven million dollars unless

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we have economic development. We need a good transportation system down here. There is very little good planning that is going on in our area of South Dade. We already have traffic problems, but nobody is saying, "Let's fix it." They are closing their eyes.

We look to our economy and we say to ourselves, we have a fifteen percent unemployment rate down here. The second reason for us to support the redevelopment of the air base is for the community's needs. We look at our neighbors, whether it's in Florida City or Homestead, Naranja or Goulds, and we look at them as our friends and our neighbors and we say, "Seven years is enough. It's time to stand up, and bring the jobs to the community that two presidents promised to us."

Thank you very much.

000070 BRUCE DRUM: Good evening. My name is Bruce Drum. I am here tonight as a public servant. I've been working for Dade County for almost twenty-four years. I've been in aviation for twenty-eight years. I've been following the airlines for about thirty-five years.

I am assistant to the aviation director commissioner, so I am offering a little bit to this conversation from an aviation standpoint. I think I

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have something to put forth here today. Basically the commerce is two separate issues, if I may.

I am encouraged by the process, but one of my jobs was being chair of the Noise Task Force fifteen years ago, under the direction of the county manager. I feared at first, and tonight's meeting reminded me of that process.

What we did at Miami International Airport is put together thirty-something representatives of the communities around Miami, along with aviation experts, to try to come together and find a common goal of reducing the noise impact to our communities. Almost an oximoron, how to you find a middle ground to something diametrically opposed, but I need to tell you a story, because there is a happy ending.

Despite those differences, despite those polarized positions, we managed to find, in two years' hard work, every month we'd come to a common position that we have submitted to the FAA. We are now doing a tube test for both east flow and west flow that will reduce the noise levels.

The aircrafts will fly as much as possible over water and non-residential areas. We are proud of that establishment. I think what we have to learn here about the noise issue is -- let me point out

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there has been a lot of misinformation, but from the aviation standpoint, some of the representations about noise, this is a starting point.

One of the things that we can do -- one of things that we are required to do is to put together a noise abatement plan.

One last comment I will leave you with, the airport has been banged around here tonight. I think we have a lot to develop. Remember one thing, if we do not get this airport, in my professional opinion, we are going to run out of capacity in South Florida and fifteen years from now, when we do run out of capacity, when you are on that airplane or that relative is on that airplane in Miami, and the pilot comes out and says you are thirty-two for take-off, I want you to remember this night.

We have a very important decision to make in this community and I salute the process.

000071 JONATHAN ULLMAN: My name is Jonathan Ullman. I am a South Florida Everglades representative for the National Sierra Club. I am at this meeting today. I am here to protect Homestead and the people who visit the national parks from all over this country from hideous plans which have been concocted by special interest, and what we are going to do is we are going

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to expose this plan to the rest of the country.

We are going to explain to them how Miami-Dade County has tried to push a commercial airport a mile and a half from a national park, eight and a half miles from another national park, which the Clinton-Gore administration is trying to restore for seven point eight billion dollars.

Why would the tax payers want to pay seven point eight billion dollars? Everglades National Park each year will have to be subjected to constant flights. How are you going to explain to those visitors that you sold those two national parks to a special group in Miami-Dade County, and we all saw the politicians that paraded here and took away all of the time from the public.

Those politicians are not representing the people. Those politicians are representing this Company. We are now going to start the campaign throughout this country. We already showed this issue in thirty cities throughout the United States. It will continue, and believe me, this travesty will not continue.

Thank you.

000072 TRISHA MORAN: My name is Trisha Moran. I represent the Keys Academy of Marine Science. I am a

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lifetime resident of Key Largo, and I am not rich. I am a teacher. I have brought with me here tonight some of my students, and I am reflecting not only on my own personal views, but their views as well.

The curriculum of our school includes a section on preserving our environment, and we believe that this is a perfect way to teach our children what their future should look like. We do not want that future to be clouded by the sounds of airplanes. We vehemently oppose an airport in Homestead.

I have enjoyed much peace and quiet since the Air Force Base was destroyed by Hurricane Andrew. I have been able to go to Molasses Reef and not hear an F-16 fly overhead as I am trying to enjoy the waves. That is a silence that to me and to my students is precious.

I find it very interesting that no one has talked about the water park that has been proposed for Miami-Dade County. I also found it very interesting that no one has mentioned the Miami-Dade Homestead Motor Sport Complex which has also provided numerous jobs. The latest addition is Wall-Mart, another example of jobs provided to the Homestead area.

I do not care if there are two hundred thirty thousand flights a year. I do not care if

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there are one hundred thousand flights or fifty thousand. Either way is too much. It disturbs my peace. It disturbs the peace of the endangered species like the salt water crocodile, who most people in the United States don't know still exists here.

I recent it when groups like the Farm Bureau, who make it a habit of attacking endangered species, and this is not just a Miami Dade county issue. This is a Monroe County issue and a Key Largo issue.

My students believe that jobs are not as important as our environment and I am very upset that no one values these children and their ideas.

Thank you.

000073 HOWARD BEHAR: Hello, my name is Howard Behar. I am citizen of Miami-Dade County. What I believe is that absolutely it is critical in the decision making process for the Federal government to convey this former Air Force Base over to either the County or a viable developer. Remember that the property is being conveyed in fee simple. That is a very powerful thing.

There is only one proposal throughout the entire SEIS that even mentions that they have a firm contract, a commitment to do what they indicate they

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will do in the SEIS, and that's to build an airport. All the other proposals we've seen are mere proposals. We have not seen one contract, one firm commitment by either the Collier or the Hoover proposals or any of the other proposals.

The South Florida Management District indicates they will build what they intend to bill. What I believe is that this is a Trojan Horse. We do not know what this commitment is. All we know is that the photographs -- that have been removed -- is the proposal.

Now, assuming that they want to do as they indicate in SEIS, which is to build this RV park/golf course, I believe that all the things we discussed here tonight -- tremendous input from everybody -- indicates a very simple economic impact.

Number 1, the least job intensive. That's a quote from the SEIS. Seventeen thousand jobs from the thirty-eight thousand. Least economic revenue, two hundred sixty versus eight billion.

Most important, however, and I would like to close on this point, it is a tremendous loss that would be suffered by Miami-Dade County in losing the opportunity to take a property fee simple and generate an economic boom to Miami-Dade County rather than the

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property being turned over to private hands for private developers, for private profit, as opposed to profit that's realized by every citizen of Miami-Dade County.

Thank you.

000074 KAREN SALAS: My name is Karen Salas. I am also a citizen of Miami-Dade County. About a week and a half ago I read a letter that was written to the Miami Herald by someone claiming that the airport would be the most damaging alternative in the long run, because how could somebody enjoy the parks and the beauty of them if they had to see it with a commercial aircraft flying overhead. That made me wonder: Do all the airport opponents realize that there is going to be an airport base there?

The Homestead Air Force has been active for decades. For years there have been airplanes flying overhead.

The SEIS itself reported that the maximum noise level would be from military aircrafts, not commercial aircrafts. Regardless of what alternative is used, either way military aircrafts will still be flying over the air.

In addition, the SEIS confirmed that the airport will be environmentally compatible. The

important question is, which alternative provides the most benefits. Miami-Dade has the highest unemployment in the state and one of the highest unemployment in the County. The SEIS found that the airport proposal will provide over twenty thousand more jobs than the Collier alternative. That's a total of thirty-eight thousand jobs.

So which alternative provides most benefits? I say the airport.

Opponents of the airport asked to have the SEIS report done, and they have gotten it done. Now the report itself says that the airport is environmentally compatible. What else do we need to do to get our airport?

000075 CONNIE CHAPELL: My name is Connie Chapell. I am here as a parent, a community person from upper Key Largo and as an educator. I am the director of the Keys Academy of Marine Science, and really, you know, I wish that Miami politician were here, because I grew up across from the Opa-Locka Airport in 1966 and I think of what is so beautiful about this area, so much of it's agriculture, the clean air and all the beautiful surroundings that you have, and then I think that thirty years from now it will be interesting to see if this area would look like Opa-Locka Airport and

the area surrounding Opa-Locka Airport.

It really concerns me that very few people here tonight have addressed education.

I think that education and jobs come hand in hand. If we would spend more time and truly educate our children, educate the public, there are a lot of mixed emotions and mixed messages about what should be done with that land. I look at the kids' future and I look thirty years from now and is Homestead and the area around the airport going to look like Opa-Locka? If it does, it's really sad because South Florida has very little to offer people that come to it, outside of the water, tourism, what is around us, and I think that we really need to look at taking care of that, preserving that.

Key Largo is the second largest reef system in the world, the only one connected to the continent of North America, yet we are so quickly to do something that would affect that.

Fifty years ago our visibility was a lot greater than it is today. Our kids twenty years from now won't be able to see the reef. I think there needs to be compromise. I think that further studies need to be done.

When I look as an educator at the

Collier/Hoover project, versus an airport, as an educator I hope that we are teaching children to go for professional jobs, jobs in agriculture, aquaculture, biomedicine, biochemical, not loading and unloading planes and I think South Florida needs to care about that.

I know we need jobs, but I also think that we should look at preserving our environment and finding the best alternative, not just a fix for the quick short term, but for the future of South Florida and putting on the map something positive and not something negative.

Thank you.

000076 BARBARA LANGE: My name is Barbara Lange. I am with the Sierra Club. The SEIS assumes that the stormwater management plan for Homestead is going to work, as promoted by Mayor Penelas and Dade County. Sierra challenged in state court the plan on the grounds that the County's own expert stated the plan was inadequate to handle large storms. If the system does not perform adequately, the toxic chemicals and other pollutants, that the SEIS assumes this will never reach the bay will reach the bay.

The SEIS states that they are highly concerned about the stormwaters plan retention and

distention, because you attract birds. The site currently has a bird strike risk that appears to be four to five times the national average.

The SEIS assumes that the proposed airport will be responsible for only two thousand of the ten to twenty thousand vacant lands in South Dade County that will be lost to development in the next fifteen years. This is an extremely important finding. It is not specifically supported and it appears insupportable.

The airport is responsible for closer to fifty percent of the new development or the development that occurs outside the current EVD line.

The SEIS fails to consider canals to the north and to the south of Mallory and Princeton which will certainly bear some impact on the secondary development associated with the airport.

Because Biscayne Bay is considered oversaturated with nutrients, any increase should be considered significant. While recognizing the example that the use of hazardous materials in South Dade will increase twelve times when the airport is developed, the Draft SEIS assumes the proposition that pollutants throughout the area will remain unchanged.

Thank you very much.

COLONEL McSHANE: COLONEL McSHANE: William Delgado.

000077 WILLIAM DELGADO: Good evening. My name is William Delgado. I represent the Latin Builders Association. It's an association that represents six hundred firms that are in the construction industry here in Dade County.

I, having a real estate background, can share with you that the people in the real estate profession say that the secret to a successful development is location, location, location. If I heard anything here tonight, from Hialeah to Sweetwater to Key Biscayne to Florida City and finally the Mayor of Homestead and the Mayor of Miami-Dade County, the secret word here tonight is jobs, jobs, jobs.

All of our community can benefit from this project. This Draft presented here tonight proves that we can have a commercial airport in Homestead that is thoroughly intune with the environment. For those of you elected officials -- they left -- that have supported the Collier plan, I guess that they are looking at the rich families of West Palm Beach. Looking at Dade County, they have enough Hispanic and Afro-Americans to be caddies and ground keepers in the

huge golf course. No, thank you. We believe we can do better getting jobs in the construction industry or a commercial airport.

You people need to get up to speed and know that there is a new champion on the golf courses of the United States. His name is Tiger Woods.

COLONEL McSHANE: Next name is Paul Acosta.

000078 PAUL ACOSTA: Thank you for this opportunity to speak and your patience this evening. I've been a resident of Dade County now for thirty years. I here pretty much raised down here in the South Dade area, grew up fishing in the Florida Bay, grew up fishing in Key Largo, grew up fishing off of Biscayne Bay, so I cherish those memories. I cherish the environment here.

I also have had many friends, many family members that sustained many losses during Hurricane Andrew. This community continues to sustain losses. Every day that goes by without a development taking place on that airport ground is another loss to this community.

The young lady that spoke earlier and she mentioned that some of the projects that have come down have contributed to this community, I am glad she mentioned one, the Homestead Motor Sports Complex.

Some projects have come, but there is an unemployment rate of approximately fifteen percent. That's the highest in the County, Ladies and Gentlemen.

What we have before us is a very unique and exciting opportunity, but with that opportunity comes great responsibility which rests upon a critical decision, and that is whether or not we will permit the development of a commercial airport here at the Homestead Air Force Base.

It's very simple. When we look at it, it is really not that complicated. The first question we need to answer: Is there a need for a reliever airport? I believe the SEIS report has already spoken to that. In fact, much of the testimony tonight here indicates that by the year 2006 we will experience problems with MIA, which will be exceeding its capacity.

As a resident of Dade County, living here, I experienced and I see people constantly within the central area of Dade County and northern area, they go to Fort Lauderdale. They don't want to fly out of our airport. It is too congested. That is today.

Next question, because I think the first one has been answered, we do need a reliever airplane.

The second question: Where do we put it?

Some of them say, "Put it in Opa-Locka." I think the SEIS answers that question. There is an airline crossing concern as well, because of the proximity to Fort Lauderdale and MIA. They are concerned about the links to the runway. The answer is Homestead. There is no doubt about it.

The economic viability of the airport site down here, thirty-eight thousand jobs, when you put that in perspective, Miami-Dade County government is one of the biggest employers in Dade County, and it generates twenty-eight thousand jobs.

Thank you for your patience.

000079 MARY MOTES: Well, I am not going to say what I thought I would say. I just wanted to say that I have become sick and tired this evening of the word job. It's been tossed around like motherhood and apple pie. I think although we have a lot of talk about the Air Force Base, in the back of my mind I feel that we have a small group of businessmen and folks interested in economic development and a lot of those folks are going to make a great deal of money out of this, and I wish our friends from Naranja were still here.

I have a nasty feeling at the end of the day that most of those folks in Florida City and Naranja

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and Goulds will be pretty much where they were before, and I don't think that this is going to become the great fantasy they are talking about.

I don't know why there hasn't been more talk about the other jobs available in the other opportunities. We have heard the term jobs, jobs, jobs all night, and I would also like to -- the racial kind of slurs thrown around this evening and I think the sneering at retirees were very unpleasant.

When I was thinking of economic base and the fact that so many people give up everything, they give up their home, they put their life savings, and they have a family, to retire, I think they have as much value and need to be concerned as any people in Florida City or anywhere else.

I speak as a white middle class woman, and I don't think that this means I cannot address those kinds of things because of being accused of being partisan.

I think Florida City officials should be concerned about the water, quality of the life, as anybody else. It should be everyone's concern to try to raise their level of income and not use this patronizing attitude. I don't want to talk anymore about jobs, jobs, jobs tonight.

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000080 MICHAEL CHENOWETH: Good evening. My name is Michael Chenoweth. I am president of Friends of the Everglades. I came here tonight to address the issues of the draft SEIS. Many of the speakers before me have been speaking either pro or con on the different alternatives that have been proposed, and I didn't know that was what we were here for, but I want to say that in case there is any question, Friends of the Everglades is definitely opposed unequivocally to the commercial airport proposal.

I am a lawyer. I am formally also a vice president of a commuter airline. I am retired from the United States Army Corps of Engineers, and the SEIS is written in a very clever way, by a pro development, pro airport consultant firm, to minimize the impact of this commercial airport. Not only does it minimize the adverse noise and pollution impact, it fails to adequately depict the impact a commercial airport will have on traffic, crime and the quality of schools among other kids in the vicinity.

The SEIS should examine, and it doesn't, the prior record of Dade County in addressing these critical issues and the existing commercial airport. There is a strong likelihood that Dade County's record of failure in these critical areas be repeated in

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Homestead if a commercial airport is built.

The SEIS, that purports to support the protection of the Everglades, endorses a commercial airport. That lacks believability. The need for jobs that has been expressed here by proponents of the proposed action is really a cry for better jobs, because most of these people already have jobs.

You know, there is unemployment, but certainly most of the people who are standing here in front of us are well fed and have jobs. The SEIS needs to address these issues. Those people who put people ahead of the environment have forgotten that we humans are at the top of the food chain. That means we are all dependent on the environment for our existence.

Much to the benefit of our environment in the south end is the ability to get away from the noise and the commercial activity. This opportunity is where the SEIS fails to make it clear. No consideration is given in the SEIS to building another runway at Miami International, because the County doesn't want to. Jobs at any cost is really the problem that we have to address for the future of the United States, because when we have the question of jobs over everything, that's what we are going to be

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facing in every issue we do, and we have to come up with the right answer or our world is not going to be livable.

Thank you.

000081 ROB SKINNER: My name is Rob Skinner. I am president of the Mangrove Academy Wild League. I would like to ask the question, how many people in the room would put a cargo airport near the Grand Canyon? That's what you are thinking of doing by putting it near two national parks.

If I spoke to somebody in Connecticut or Maine or Michigan about something like this, because this is not just a local issue, this is a state and national issue -- this is a national treasure you are talking about -- I wonder how many of those people would agree? "Who is suggesting such a ridiculous proposal? It's being done, and in Dade County you expect that.

Now, going back about thirty years just for one second, they had a jetport concept out in the middle of the Everglades. Thirty years ago they had to have it out there, because MIA was too crowded back in the '70s. Every speaker got up and said the same thing, flight attendants, pilots, port authority, the mayor, assistant mayor, so we defeated that.

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They wanted to have a monorail out there. The people and conservation groups defeated it. Why? Because it doesn't make any sense.

Thirty years later I've listened, today, to the same old story, jobs, jobs, jobs. We have to have jobs. Well, I am sorry.

We were one of the founders of Biscayne National Park. During that time we had a room of people screaming for a oil refinery and a room of people screaming for a bridge from Key Biscayne to Largo, and some people that wanted to pour hot water into the bay. We defeated every single one of them, just like we are going to defeat this one way or another.

I have an endorsement by the City of Opa-Locka Commission stating they would prefer to have the airport in Opa-Locka. People have said you can't have it out there. Metro-Dade signed a lease agreement with Seiko International for eighty million dollars to Opa-Locka. Our own commissioners were screaming and yelling earlier in the session. They were saying we need to have it here, and they are signing contracts right now that I have in my briefcase for Opa-Locka.

If you want jobs, put the jobs where they

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belong, in Opa-Locka and north Dade.

Now, going a step further, risking Biscayne National Park and Everglades National Park, National Marine Sanctuary and all these are subjected to noise water and pollution. Let's stop it. If we can't stop it one way, we are going to take you to court and we'll tie it up.

Thank you.

000082 CHARLES ALDEN: Good evening. Thanks for hanging in there with us this evening. My name is Charles Alden. I am a twenty-two year resident of Perrine, smack in the north wall of Hurricane Andrew, and a member of the American Institute of Certified Planners, and one of the original corporate members of the Environmental League of Greater Miami.

I've taken some time to carefully review the supplemental summary of the SEIS. I've taken this approach because Biscayne Bay National Park and Everglades National Park are both in unique unreplaceable, sensitive, natural environments and in my judgment could be overriding priority of air protection as a national asset.

Now, I am from out of town. I am from Perrine. It gets even worse than that, because my older sister and brother-in-law happen to be Yankees

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from the north and they happen to be camping this week and last week in Everglades National Park, and I think they are really enjoying the solitude of the Everglades on this vacation, and they'll be back.

The tables that I've submitted in my memo go back and analyze the language of the National Park Service Act. The fundamental purpose of the act is to conserve the wildlife within the national park life, by such means as will leave them unimpaired.

The tables that I am submitting in this memo to the Air Force are extracted from Pages 38 to 53, and it is mentioned by the two viable alternatives discussed in the report. I found the report between thirty-eight and fifty-three to have been rather complexed, incoherent and it was a real task to extract from that documents the two sides of information, so I can compare apples to apples. That however is being submitted and it's very important.

In view of the negative impacts attributable in the report to the airport alternative, the extent of those impact upon existing conditions, and also data performed for a mixed use alternative and the impact between the alternative in view of my understanding of the organic act, it is inconceivable to me that this report would confer the airport

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proposal as a proposed action.

Clearly the airport alternative should be prohibited, in favor of some other alternative which substantially lower adverse impact. This is not a question of jobs. It's a question of one type of job versus another type of job.

Thank you.

000083 BART MOTES: Thanks very much. I want to say a few things. First of all, President Hoover said the only problem with capitalism is that it leads to greed.

In these cases we are talking about speculation as opposed to long term investment. There are going to be a few jobs? There is going to be long term development here? I don't think so. I think what is going to happen, we are going to have an eyesore in our community.

I was here after the Hurricane Andrew. I remember looking up and instead of seeing inspiring formations of F-15 jets, of F-14 jets -- I don't know the technical terms -- but I looked up two thousand feet above my house -- it seemed like one hundred feet -- and there was a huge cargo plane. I remember that after the Hurricane.

We appreciated the aid very much, but having

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that for the rest of my life that I am going to spend here in South Florida is not what I relish.

I want to say I admire the courage of Mayor Shiver to come out here and do something that's gutsy, to declare political suicide in a place that's a narrow vote margin, and we have ways to defeat him and send him packing, and those are consequences.

This is not a win. You are not going to have the financial sugardaddy. You have a small gain after this and we are going to go after the Sunshine Law and see where the money goes, all these bids and all this information.

I want to say I am disgusted by the fact that not a single person revealed their financial gains. I don't have any financial motivation to be up here, unlike so many people that stood up here and spoke. If you want to make money, tell us why you want to make money, tell us how much money you are going to make, and we can appreciate that.

Thank you very much.

000084 JOSE ROMERO: Good evening. I know it's a little late, so I am going to be short and sweet. I am a resident of Miami-Dade for the last thirty-four years. I am also an owner of MCL Lumber, which is in Naranja, I would like to make some money in the

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airport development here in Homestead, because since 1992, it's been eight years, you know, we've been waiting for development down here in Naranja and nothing has developed here.

Prior to Andrew we used to hire thirty people. Now we only have fifteen. You can see the difference. My business is fifty percent of what it used to be, because the area is devastated. People moved out and never moved in. Why? Because there are no jobs. There are no jobs. Most men can't find jobs --

COLONEL McSHANE: Folks, settle down.

JOSE ROMERO: I think we all here have an interest, and I hope I can make money. I've been losing money for the last eight years. I pay my taxes like you and anybody else.

Everybody else left. Andrew destroyed my home. What I did, I stayed, and I am still there. I've been there for thirty years and I am going to still be there for a long time.

COLONEL McSHANE: Thank you.

We are at the time where we need to wrap it up and clear out of here. I am going to adjourn the hearing at 11:45 p.m.

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CERTIFICATE

STATE OF FLORIDA)
) SS:
COUNTY OF DADE)

I, NIEVES SANCHEZ, Shorthand Reporter and Notary Public in and for the State of Florida at Large, hereby certify that the foregoing pages, numbered from 1 to 159, inclusive, are a true and correct transcription of the stenographic notes of the proceedings had and testimony taken in the foregoing case, at the time and place hereinabove set forth.

I further certify that I am not of counsel, I am not related to nor employed by an attorney to this suit, nor interested in the outcome thereof.

The foregoing certification does not apply to any reproduction of this transcript by any means unless under the direct control and/or direction of the certifying shorthand reporter.

Dated at Miami, Dade County, Florida, this 18th day of February 2000.

Nieves Sanchez
Commission # CC 849228
Expires July 11 2003
Bonded Thru
Atlantic Bonding Co., Inc.

NIEVES SANCHEZ, Shorthand Reporter

Transcript of Public Hearing

February 2, 2000
10:30 a.m.–3:30 p.m.

Signature Gardens
12725 SW 122nd Avenue
Kendall, Florida

DRAFT SUPPLEMENTAL ENVIRONMENTAL

IMPACT STATEMENT

ORIGINAL

DISPOSAL OF PORTIONS OF THE FORMER

HOMESTEAD AIR FORCE BASE, FLORIDA

PUBLIC MEETING

12725 S.W. 122 Avenue

Miami, Florida

February 2, 2000

10:30 a.m. - 3:30 p.m.

The public meeting was held before COLONEL MICHAEL B. McSHANE, Chief Trial Judge.

(Thereupon, the following proceedings were held in private.)

000085 RAE S. NEWMAN: Hello. My name is Rae Newman. I live in Dade County, and I love the environment. I enjoy visiting the national parks and I enjoy seeing the wildlife. The proposed commercial airport would be located between two endangered national parks, Biscayne and Everglades. Both parks attract a great many birds and other wildlife.

The amount of air traffic that would be apparent if a commercial airport were established at the Homestead Air Force Base location would make collisions with birds much more prevalent. Not only would that pose a great danger to the birds, but also a great danger to the people flying in and out of this airport.

Additionally, the noise of a plane flying right over the national parks would greatly change the serenity that now exists there. If a cargo airport also were established at this location, trucks would then have to carry cargo from Homestead north to Dade County, Broward County and all points north along an already overcrowded US-1 or 874 expressway.

Please reconsider locating this commercial airport at Opa-Locka which is the other locale which

has been proposed, and which is located more in the center of commerce and development.

We need all the open space and all the diversity that we can preserve.

000086 KATHY BARBER: My name is Kathleen Barber. I reside at 11321 Southwest 100 Avenue. I am a forty year resident of Miami. I am speaking today as a Miami resident and a member of the Sierra Club. I am in opposition to the proposed redevelopment of the Homestead Air Force base as a commercial airport.

It will have a negative impact on the South Florida environment. I would like alternative plans, alternative arrangements to be sought to preserve our environment, our water resources and my natural life and your native wildlife. I would like the Everglades to be preserved for my two children, ages five and two, so they have an opportunity to grow up in South Florida and view it just as I have in the past forty years.

Thank you very much for your consideration.

I have one further objection. The original planned redevelopment of the Homestead Air Force base was never publicly bid. There was never public input. If there is a decision to reuse this area for commercial purpose, it should be open for competitive

bidding and public information.

Thank you very much to your attention.

000087 DONNA KALIL: I oppose the commercial airport for environmental reasons and health reasons. I believe it wouldn't be good for our state parks or the health of our citizens here in Miami. I support the international spaceport instead. I believe that this will bring in high tech jobs and would be a better alternative for the environment.

Thank you.

000088 STEVE KRONEN: My name is Steve Kronen. I just want to record my strong opposition to the airport being placed in the Everglades here. It's an ecological disaster. It must be stopped.

000089 PATRICIA H. HACKETT: My name is Patricia Hackett. My question is: Given the fact that there was an Air Force base before, I'd like to know the increase in air traffic should a regular airport, civilian airport be established, and how would this interface with the air reserve base traffic, because people have commented that there was an Air Force base there before, and, yes, that's true, however will the traffic be the same, quadrupled, ten times?

I'd like to know what the air traffic would be in comparison to what it was when the active Air

Force Base was there?

Naturally I am concerned about the economy of the area, but also about the environment.

Does that sound all right?

Thank you.

000090 VIRGINIA LEPPER: My name is Virginia Lepper. I've lived in Dade County since 1944, and I have a very strong interest in protecting the environment in this area. I think it's a beautiful place like no other in this country, and I think it would be a mistake to lose the beauty of the Everglades and Biscayne National Park, when we've invested a lot of money in the parks and we promised a lot of money to preserve the Everglades.

I am much opposed to an airport -- a bustling airport in the Homestead area, because I think there is no way anything can be done to keep it from being a blot on the landscape.

When you look at Miami Airport, and see the development surrounding it, there is no way it can possibly fit in with two national parks, that we want to keep in their pristine condition for future tourist trade and for our children and our grandchildren.

The present administration has been doing a lot on the ecology field and has dedicated a number of

millions of acres to park land, and I just don't think that we should allow those two national parks to be destroyed by building an airport with lots of pollution right in the very middle of it.

I know people in Homestead are anxious for jobs, but with the employment rate as high as it is at this point, I fail to see how people in Homestead can't get jobs some place else if necessary. I mean, lots of people move for employment purposes and certainly they can do the same thing.

000091 SANDRA TAKESHITA: My name is Sandra Takeshita, T-A-K-E-S-H-I-T-A. I am here because I do not feel that a full major expansion of Homestead Air Force Base property into a larger commercial airport is a good idea for the area. I think that redevelopment can go in many other directions that would favor parks and a good family life in the area to co-exist along with it.

The Hoover/Collier development plan, I don't know a lot about it, but it is looking better to me than a major expansion of the airport.

Homestead Air Force Preserve is fine. I don't have any problem with continuing the reserve base.

The economy of the area has come back from

Hurricane Andrew, but development of the property would be good for the area and encourage people to move in and it would provide a lot of jobs, but I think we don't need to rush into an airport alone. I think we need to look at alternatives such as the aquarium and more family oriented sites and activities.

The parks are too valuable to let them become placed in jeopardy with the type of activities that go on in support of an airport, and I am not at all certain that people who currently use MIA would even be in favor of going that far and moving their services. I am here at the meeting partly to become more familiar with the alternatives, but I definitely do not favor a major expansion for airport uses.

Thank you.

000092 STEPHEN HALPERT: My name is Stephen Halpert. I am a physician at the University of Miami, and I am also a recent graduate as of December with an MBA at the University of Miami. I have kind of a foot in both areas, as far as science and also in the business world.

I certainly understand the concern of the people in the south end of the County about ways to develop an economic base, but I do not believe that

the way to go is with an airport, that is going to bring a great deal of pollution, noise, sound. I guess that's the same thing.

Biological contaminants in the air and things that float to the ground and get in the water and the little algae and everything gets bad. The food chain starts to deteriorate. This already happened in Biscayne Bay and this can only worsen it.

I think the study is flawed, the statement that it would take groundwater years to be affected by the contaminants from the airport in our area. They will happen much more rapidly, even in terms of weeks, which is what the local scientists say.

The other data is based on areas that don't have the same very open drainage from the surface water to the groundwater.

I really would like the proposals of the Collier and Hoover people to come in with an eco-environmental study, with aquarium research science and marine science and with a lot of the input from the marine science people as well as any other groups like that.

I think that brings in a similar number of jobs. Hopefully more people would come in for more visits and spend time and learn about this type of

environment. I think it's the kind of thing that our community needs to help boost our morale and our self image.

I am very concerned about maintaining the more natural aspect of how water flows from the Everglades into the bay and this would be consistent with the Army Corps' overall plan to bring back the more historical type of water flow in that area, and I think that putting an airport this close to Biscayne National Park would be a very negative attempt to develop that kind of process.

I am also concerned about the effects on proposed ideas to increase the amount of wetlands in that area and I think that the airport would have a much greater effect than the mixed use plans proposed by the Collier and Hoover people.

I am very concerned with the possibility that if the land does get placed for mixed use, that the determination of how this land would be developed would be up to the Miami-Dade County commission which has done a rather disgusting job over the years in dealing with some types of logical and intelligent plans for our County.

This deeding of the land from the Air Force to the Department of Interior and given to the Collier

family in exchange for the gas and all rights, would enable a group to oversee the development of this area, so it will become a model rather than a discussing corrupted plan or lack of plan of development which we have in most of our County.

So I certainly support the mixed use alternative.

000093 CYNTHIA COWEN: My name is Cynthia Cowen. I am chairperson for the local chapter of the Miami Chapter of Save Earth. That's an international environmental organization. My feeling is that I would not like to see the Air Force base not developed into an airport.

My reasons are: I think it would compromise the ecology in the area and I feel that at a certain point, with the number of people that live in this geographic area, there has to be a reasonable amount of development. I feel over-development is the rule at this point, and there could be better uses for that area.

For instance, I would like to see the land preserved as land, and whatever goes in there not to compromise the quality of the life forms that are in the area.

That's it.

000094 DAMARIE QUINTANA: My name is Damarie Quintana. I live in Southwest Miami. I am for the airport. We need the jobs. Studies have been made that say it won't harm the environment.

I feel this -- there are a lot of different things. One thing is being a racial thing. President Clinton, Vice President Gore promised us this years ago and now they are backing out on this.

I'd like to quote on something on the debate Al Gore had in New Hampshire on January 26 with Bill Bradley.

The question to him was: Mr. Gore, can you outline your specific vision of the White Mountain National Forest for our people here in New Hampshire, who count on it for business and recreation?

Vice President Gore answer's was: We should respect and continue the process of local input to take into account the uniqueness in the White Mountain National Forest. And as we protect the wilderness area, that same local input will be a part of the process.

He states right there that he will take input, and from the looks of it, he is not.

That is all I have to say.

We need the jobs and we are not going to

harm the environment.

Thank you.

000095 KEN SOMMER: My name is Ken Sommer. I live at 8535 Southwest 112 Street in Miami. I think it's very important to retain the undeveloped character of this parcel of land to use it for agricultural or residential areas.

This national park is important. It is a wildlife area, and we need to learn from our history, both with the Homestead Air Force Base and with Richmond Field, both of which were devastated by hurricanes. This area is subject to destruction by hurricanes. That almost anything that's built there will be ultimately destroyed, except for agriculture or recreational uses.

That's it. Thank you.

(Thereupon, the following proceedings were held at the public meeting.)

COLONEL McSHANE: I'd like to have everybody take a seat so we can go ahead and get started now.

I have a couple of administrative announcements. If you have any signs or banners that you took along with you to your seats, please do not hold them up and block anybody else's view.

Something I learned from last night, I

1 request that anybody who has a cell phone, please turn
2 the ringer off. That was a little bit distracting
3 last night to have all the phones ringing all night
4 long. Put it on vibrate mode or voice mail mode or
5 whatever it takes, and you can deal with it later.
6 One other thing you should know at this
7 point is that this session will be ending at 4:30
8 today, so that we have a little time between this
9 session and the open house which will start at 5:30
10 and the evening hearing which will start at 7:00 p.m.
11 I just didn't want you to be surprised when I stopped
12 at 4:30 this afternoon.
13 Welcome to this public hearing on the Draft
14 Supplemental Environmental Impact Statement on the
15 Disposal of Portions of the Former Homestead Air Force
16 Base. I am Colonel Mike McShane. I am the Chief
17 Trial Judge of the Air Force, stationed at Bolling Air
18 Force Base in Washington, DC. My normal duties
19 include presiding over Air Force courts-martial. But
20 this week I've been made available to preside over
21 this series of five hearings which are being held in
22 this area concerning the disposal and subsequent reuse
23 of former Homestead Air Force base property.
24 I have not been involved in the development
25 of any of the proposals that are being considered. My

1 job is just to make sure that we have a fair and
2 orderly hearing today.
3 Thank you for taking time from your busy
4 schedules to come here today for this public hearing.
5 If you were interested, I hope you took time to visit
6 with the technical staff prior to this portion of the
7 hearing.
8 In preparing this Draft Supplemental
9 Environmental Impact Statement, or Draft SEIS, as
10 we'll be calling it all afternoon -- it was the Air
11 Force's goal to understand the environmental
12 implications of deciding for what purpose and to whom
13 to convey surplus property at former Homestead Air
14 Force Base. The Draft SEIS examines reasonable ways
15 in which the property might be developed, used, and
16 the reasonably foreseeable environmental consequences
17 of the alternatives.
18 At this time I'd like to introduce Major
19 Mike Chipley of the Air Force Executive Issues Team.
20 He's an engineer by trade, with a Ph.D. in civil
21 engineering from the University of Colorado. Major
22 Chipley will discuss the proposed action and
23 alternatives, and provide a short synopsis of the
24 reuse issues.
25 Since the overall purpose of these hearings

1 to obtain input from you on the contents of the Draft
2 SEIS, the presentation will be short.
3 Major Chipley.
4 MAJOR CHIPLEY: Thank you, Colonel McShane.
5 I too would like to extend my thanks to all of you for
6 taking time to provide your comments on the Draft
7 SEIS.
8 For the past several years we have been
9 engaged in the process of completing the realignment
10 and reuse of former Homestead Air Force Base as
11 required by the Defense Base Closure and Realignment
12 Act.
13 The Air Force's primary goal in this process
14 is to transfer the properties in a manner that
15 supports local plans for economic revitalization of
16 South Florida and protects Biscayne Bay and the nearby
17 national parks. A disposal must also be compatible
18 with continuing the existing military and law
19 enforcement missions.
20 The Air Force and Federal Aviation
21 Administration, or FAA, are the designated Lead
22 Agencies for the Draft SEIS.
23 The Air Force has decision-making
24 responsibilities for the transfer of the property.
25 The FAA has decision-making responsibilities

1 for airport facilities.
2 There are three Cooperating Agencies.
3 One cooperating agency is the National Park
4 Service, because it manages Biscayne National Park,
5 and Everglades National Park.
6 Another cooperating agency is the U.S. Fish
7 and Wildlife Service because of its responsibilities
8 to ensure threatened and endangered species are
9 adequately considered and because of the proximity of
10 Crocodile Lake National Wildlife Refuge.
11 The third cooperating agency is the U.S.
12 Environmental Protection Agency because of its
13 regulatory responsibilities.
14 The contractor hired by the Air Force to
15 actually conduct the analysis is Science Applications
16 International Corporation, or SAIC for short. They've
17 been supported by another contractor, Landrum and
18 Brown, which performed airport planning and noise
19 analysis.
20 I would like to take a couple of minutes to
21 update you on the SEIS process and what has occurred
22 since the scoping period ended in July of 1998. More
23 than four hundred forty individuals, organizations,
24 and agencies provided written input during our one
25 hundred thirty-two day scoping period, and one hundred

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ninety-five people spoke at public scoping meetings. The size and complexity of the Draft SEIS has grown substantially because of the number and diverse nature of issues and many federal agencies, state and local governments, private organizations, and concerned citizens involved. Midway through the analysis, two mixed use proposals were received which were incorporated into the analysis.

We recognize this has been a long process for everyone. We want you to know many other communities have also struggled through the base closure process. Some former bases have been developed for aviation uses, others for non-aviation uses. The success of redevelopment depends upon the local community's involvement and support.

The Draft SEIS examines a number of reuse alternatives for remaining surplus property at the former base. Ongoing reuse involving property that has already been transferred, like the Job Corps Center, the Dade County Homeless Trust, the regional park, and other deeded properties, would continue under any of the alternatives.

The alternatives underwent thorough and complex analysis of the environmental and economic impacts that could potentially occur as a result of

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redevelopment. Fourteen topics were used as the basis for the analysis. Public and agency concerns that were expressed at our scoping meetings identified important issues and helped focus our analysis. Those concerns have been incorporated throughout the Draft SEIS.

When the reuse process was initiated for Homestead Air Force Base, Miami-Dade County was designated as the Local Reuse Authority to develop a reuse plan for the former base.

The County has proposed that the one thousand six hundred thirty-two acres of remaining surplus property at former Homestead Air Force Base be transferred to Miami-Dade County Aviation Department for development of a commercial airport.

This is the Proposed Action addressed in the Draft SEIS. The analysis of the Proposed Action includes identifying and assessing new flight tracks that would be used at the commercial airport.

Airport operations, in general, are characteristically different than commercial or residential land uses in the types and numbers of vehicles, equipment and people, and the resulting impacts to the environment. The main issues of the proposed action involve air pollution, stormwater

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runoff and noise levels.

Another alternative examined in the Draft SEIS is a Commercial Spaceport. The main issues with the commercial spaceport alternative involve the uncertainties related to the licensing process, safety and potential increase in noise.

Three approaches were examined for non-aviation uses, presented as the Mixed Use Alternative.

Market driven development.

The Collier Resources Company proposal and the Hoover Environmental Group Plan.

The Mixed Use alternatives could create higher intensity of use in a shorter period of time but may have less environmental effects on the national parks.

The Draft SEIS also includes the No Action alternative, which means the property continues to belong to the government and reverts to caretaker status. Under each alternative, the Air Force, Florida Air National Guard and Customs Service continue to use the runway for their current military and law enforcement missions.

The Draft SEIS addresses each alternative in the context of future growth in South Florida and also

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takes into account potential cumulative impacts of other projects. It also includes some historical information where available.

Your views and comments on the Draft SEIS will be important as we work toward completing the Final SEIS. We are now about half way through the sixty day public comment period. We scheduled these hearings to provide you an opportunity to review the Draft SEIS and formulate comments you can give here today, and also to provide some time after these hearings so you can incorporate things you might learn here today into written comments. Whether you choose to comment today or to provide your comments in writing between now and March 7, we look forward to receiving your input and assisting us in completing the final document.

The Final SEIS, scheduled for completion in July 2000, will include comments made at the public hearings or submitted in writing during the public comment period for the Draft SEIS, along with Air Force and FAA responses to your comments.

A decision on what action will be taken concerning the transfer of the disposal property will be made no earlier than thirty days after publication of the Final SEIS.

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We will continue to distribute news releases and send newsletters to those on our mailing list throughout the final course of the SEIS process. Anyone wishing to be added to the mailing list should complete an attendance card located at the registration table and check the appropriate box on the card.

In summary, I'd like to say that we do understand that this is a complicated and often frustrating process. Let me reiterate that neither the Air Force nor FAA proposes direct development the surplus property.

The Air Force's goal is to transfer the land in a manner that supports local plans for economic revitalization and protects Biscayne Bay and the nearby national parks.

A disposal must also be compatible with continuing the existing military and law enforcement missions.

COLONEL McSHANE: Thank you, Major Chipley.

We offered each of the proponents of an alternative an opportunity to describe their proposal and speak about it. Miami-Dade County representatives have been given up to ten minutes to speak about their proposal.

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You may also have noticed that some of the other proponents, although they've elected not to give a presentation, have materials available at tables at the back of the room.

I understand we have here today Bill Johnson, the Assistant City Manager, and Gary Dellapa, the Aviation Director from Miami-Dade County, and they have less than ten minutes to talk about their proposal.

Proceed.

GARY DELLAPA: Thank you.

Good afternoon. My name is Gary Dellapa. I am the Aviation Director for Miami-Dade County. We operate Miami International Airport and five general aviation airports. I'd like to thank you for giving us again the opportunity to present our department's recommendation for redevelopment of the former Air Force base.

It is important for this panel to bear in mind that the airnautical capacity issue that I am addressing today is not just South Dade's issue, not just a Miami-Dade County issue, but issues of great concern to all of South Florida.

You've heard previous testimony from our Mayor and other elected officials on what the decision

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on reuse means to continue prosperity for this region. History is on the side of aviation.

The South Florida community has a longstanding and pre-eminent position in the aviation world, dating back to the first airline terminal in the United States in 1928 and continuing through the tremendous growth of tourism and foreign trade.

This community has come to rely on the aviation industry as the chief provider of jobs.

All is not well, however. The current system of airport is taxed to the extreme of its limit and will prove unable to meet future demands unless helped by a new facility.

In the rear of the auditorium the airport has a display on future airport demands and our capacity to meet the demands. It is imperative that you understand that our inability to meet market driven demands means a loss of economic activity and serious impact on our employment base and business community. You may be aware of our efforts to accelerate a fourth runway at Miami International. This project is the single most important element of our department's long range development program. However, this final incremental gain in capacity will not be able to meet the air traffic forecast for

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beyond 2015.

For our facility to meet both near and long term demands, a critical element of this plan is to perceive the flexibility to be able to react to future market conditions that may be unforseen today, such as a free Cuba, the growth of E-commerce or the success of the Free Trade of the Americas.

Miami-Dade's most limiting capacity constraints today is the number of full service commercial carrier runways available in our airport system to safely manage air traffic forecast levels.

Miami International is quickly reaching saturation, to the point where no additional runway or additional capacity can be provide. Numerous efforts in the last three decades to identify new sites in South Florida for commercial aviation facilities have proved fruitless. There is no other site. There isn't even another site.

Consequently, the most crucial issue confronting us today is the decision on the ultimate reuse plan. That decision will affect whether or not this community will be able to accommodate the tremendous growth and is unable to meet it with MIA and other airports alone.

For example, as reported in the SEIS,

Opa-Locka is crowded with air space and environmental issues, and from an aviation point of view the conclusion is inescapable. We need Homestead. However, the need for identifying long term capacity demands will not come at the expense of environmental compatibility.

One of the Miami-Dade Aviation Department's stated system plan and objective is to provide an aviation facility to meet demand while ensuring a balance between environmental issues and economic opportunity for our residents.

The SEIS indicates that there will be no unacceptable environmental impact associated with the commercial airport development alternative. In contrast, noise impact from commercial airports are found to be less intrusive than those resulting from the military's presence.

Miami-Dade County is committed to ensuring that the plan and development of the commercial airport alternative is implemented in an environmentally compatible manner. This is not just words or hollow promises. It is Miami-Dade County's substantial track record of environmental responses. We have spent over one hundred seventy million dollars since 1994 to address environmental issues. Our

current five million dollar construction program is built around maintaining the environmental quality of not only the airport, but the surrounding communities as well.

These are very real and tangible attestment to our commitment. Under the leadership of Major Penelas and the county manager, no one should fear implementation of the airport alternative.

Miami-Dade proposed in the SEIS the projected flight operations provided for future demand. We believe that the airport is the most compatible. Furthermore, advances in airplane and engine technology should offset the engine frenzy of commercial flight into conversion to Stage Three engines on all aircrafts. This change came about January 1st this year.

Another example of this type of technology change is increase use of a quiet regional fleet. We are at a crossroads as to the future of aviation in South Florida. This is our only opportunity to preserve a badly needed airport to the regional airport system and come to allow this community aviation industry to grow and prosper.

COLONEL McSHANE: I understand Mr. Rasco is going to use the remaining four or so minutes.

RAMON RASCO: Thank you. My name is Ramon Rasco, representing the developer selected by the County in the process leading to the execution of the lease. I am here to confirm on the record once again that the developer is committed to building an enviromentally safe airport.

The developer's commitment was spelled out in Chapter 288, that started in Miami-Dade County, that was approved by the entire county commission, that resulted in a park being dedicated to this community -- to the South Dade community, that went to Palm Beach and received approval from the South Florida Water Management District.

It was reviewed and approved by the Department of Community Affairs in Tallahassee and received the unanimous approval of Lawton Chiles and his cabinet sitting as Florida Administrative Commission in 1998.

This is in fact in contrast to the Collier Hoover plan which has not been reviewed by a single one of these governmental bodies or agencies. All of the environmental safeguards that have been built into this project through the 288 process have been agreed to by the developer, by my client, and today the developer hereby reaffirms his commitment to those

safeguards and building an airport that will be compatible with our environment, with our community and our national parks.

This project brings tremendous economic development opportunities to the entire Miami-Dade County and provides, as Aviation Director Dellapa has said, the necessary airport capacity for our air transportation system, in order for Miami-Dade County to remain at the forefront of international trade and commerce well into the 21st century.

Let me talk about the lease for a minute. Even our harsher critics have agreed this is a fair lease. The lease was awarded and was signed after numerous public hearings and intense public scrutiny, again, in fact in contrast to the Collier-Hoover plan which has not been subjected to any public hearing in Dade County.

The lease represents millions of dollars of revenue to Dade County. It is a public asset. The airport is a public asset and the lease will provide millions of dollars in revenues to this community. The lease will provide for the developer to build state-of-the-art facilities for E-commerce, for aircraft maintenance and repair in our community and many other facilities, that will provide good high

paying jobs for our community, our children and our grandchildren.

The developer is committed to making this project a win-win situation, with a high-tech enviromentally safe airport that will be developed with the appropriate mitigation measures implemented as the project is built out, in order to prevent any damage to our national parks or to our environment.

In closing, the County's plan presents us an opportunity and responsibility. It is a tremendous opportunity for good jobs, for economic development and air transportation for our community and it balances it with the responsibility of caring for our environment, caring for our parks and caring for our communities.

For these reasons we urge the Air Force and its cooperating agencies, including SAIC, to dispose of this surplus property pursuant to the proposed action as spelled out in the Draft SEIS.

Thank you very much.

COLONEL McSHANE: Was that it for the presentations?

With thirty seconds, Bill Johnson, Sr., Assistant to County Manager Merrett Steirheim.

BILL JOHNSON: I have prepared remarks, but

with thirty seconds, instead of reading the remarks, let me emphasize the county administration's perspective for this air field is extremely important. It is essential that by the year 2015 we have additional air capacity, not just for Miami-Dade County, but for all of South Florida, so we can continue to grow.

Again, my last remarks will be that this community has over ten million visitors a year. Ninety-five percent of those visitors come by air. Air travel is essential to the health of our community, again not just Miami-Dade County, but all of South Florida.

We believe that this airport can be done in a very safe enviromentally sensitive way. We urge you to support it, if you will, and to allow Miami-Dade County to move forward to utilize this as a reliever airport.

Thank you.

COLONEL McSHANE: Thank you.

This concludes the presentations of information about the proposals. In a few minutes we will begin the public comment portion of this hearing.

You'll have several ways to provide your comments. If you have brought written comments,

please place them in the box that's available for receiving your comments. Written comments carry the same weight as oral comments which are presented at this hearing. If you want to write down your comments while you are here, there are forms at the table outside where you can fill them out and leave them. You can also take the form with you back to your homes to complete and then mail it back to the address provided on the comment form. You can also write up your comments in your own format and mail them in. You do not need to use the comment forms. They were only prepared for your convenience.

You will have the opportunity to provide oral comments when I begin the public comment portion of the hearing. Let me tell you a few things about the public comment period today. Last night we had a big crowd and not everyone was able to speak before we stopped at 11:45 p.m. We will start today with those that we did not get to last night. After that we'll move on to any elected officials that have indicated they want to speak today, and after that we'll hear from those of you who have submitted cards today indicating that you wish to speak. We will call you in the order that the cards were submitted, with one caveat. If you did speak last night and you submitted

another card today, we'll put you at the end of the list for today.

Anyone who has not yet filled out a card and wants to speak will be given an opportunity to do so after all the registered speakers have made their comments. Each individual or organization will have three minutes to provide comments. You may finish your sentence when your time is up, but please stop promptly so that we can hear from the maximum number of people.

I remind you that boos and clapping take away time from the speaker's time. So please respect other's view points and let them make their comments without interruption.

When you do come up to the microphones there in the aisle, I would ask that you please clearly state your name and the name of any organization that you might be representing.

The transcript will be a permanent record of this hearing and will be published in the final SEIS. Please do not provide any personal information in your comments if you don't want to see it published in the final SEIS.

It is very important that you use the microphones that we have there so that the reporter

can hear you and get your comments down for the record.

The focus of this hearing portion is to listen to your comments regarding the contents of the Draft SEIS and I remind you that it's not appropriate to engage in personal attacks on one another or comment on someone else's earlier comments. That doesn't get you anywhere and it isn't commenting on the environmental impact as this hearing is designed to receive.

Preceding this presentation you had an opportunity to ask questions one-on-one of the technical staff, and, hopefully, all your questions were answered. Any further questions asked in the course of making your statements will be addressed in the final SEIS rather than answering today. Please focus your comments on the Draft SEIS and the analysis of the reuse options.

If you need to have your comments translated into English and did not so indicate when you signed in, please let me know when you are called up. If you make comments today and later decide you have additional comments or know someone who is interested in the comment process, but is unable to attend any of the meetings, written comments can be submitted until

March 7, 2000. The mailing address can be found on all of the available handouts.

At this point I am going to start out by calling on last night's attendees who we did not get to, and I've told several folks who did come up here and asked, I am doing that at this hearing and I am doing it again tonight. If people did not make it to the afternoon session, but are able to attend tonight, I will start out this portion of the hearing by calling on those folks who didn't get here this afternoon to make statements.

000096 DON CHINQUINA: My name is Don Chinquina. I commend Katie Sorenson for standing up last night as the only public official against the airport and in favor of the mixed use alternative. I thought that was very, very right.

I also want to thank Commissioner Dennis Moss and Representative Ballard for their thoughts of deliberation. Their environmental record is only exceeded by their personal integrity. I know they are going to come up with the right solution, and this is important to know because these folks come from South Dade County, in fact, in contrast to the mayors that you heard from the north end of the county.

I heard a lot about jobs last night and

family issues, and I was disconcerted and it was slightly disengenous when I read the Miami Herald article about Homestead and how we are rebounding down here in South Dade. We are in a slow, steady upswing and it's accelerating, and the Herald reports that the employment in Homestead is less than Dade County.

Having said that, no matter how good your economy is, you want it to get better. That's why you want the jobs.

The realistic issue, I have to tell you, there is only one way to go. That's the mixed use alternative. We are prepared to take this thing into a protracted legal battle. There is going to be one lawsuit in federal and two in state court. We'll tie it up for seven years with lawsuits. We just started in this thing.

If jobs is what you want, you need to find that economic engine that's going to get up there, and when one window opens and another closes, and that open window is the mixed use alternative. Think about it. The environmentalists are going to fight this thing to death.

On the other side, the opponents of the County plan are in favor of the mixed use alternative.

The Miami Herald, Katie Sorenson, the

National Park Services have all come out in favor of the mixed use alternative. Secretary of Interior, Bruce Babbet, himself has said the airport will destroy the national parks or degrade the national parks and he's in favor of the mixed use alternative.

You don't need to be a political science major to figure out, if your opponents who are opposing the airport are lining up behind the other economic engine, which is going to be the quickest way to go.

I want to address one criticism that's been thrown around. They said we have not supported or endorsed the Collier plan. I am the man that brought Lisa Hoover to the Collier plan. I did it because I needed an environmentalist there. Her dad is the founder of Biscayne National Park and I trust they will represent our interests there.

Having said that, there are things that we need to learn about the Collier/Hoover plan. We are doing everything we can to facilitate that plan and come up with an environmentally sensitive solution. So don't think we are not excited as an alternative.

Thank you.

000097 DR. MARTIN MOTES: I am Dr. Martin Motes. I am a member of the Redland Professional Growers

Association, which I am not speaking on behalf of, but I'd like to point out that Redland Professional Growers, we sponsor a festival which brings thousands of tourists to South Dade each and every year, and is exemplary of the type of environmentally safe tourism that is being developed in South Dade now.

We are closing the possibility of a beautiful flower that is just starting to open in South Dade, that will utilize the unique tropical ambient of South Florida as a unique tourist resource with ongoing value to the community.

Speaking also on behalf of the agriculture community, I feel there has been improper -- not enough importance has been give to the impact on the agriculture community in the proposed development of Homestead Air Force base.

In discussions with the staff of the SEIS, I brought up the question of whether or not the impact of the proposed thirty-five, thirty-seven thousand jobs -- but wherever these jobs come from, only someone naive would think up to a thousand of those jobs would be created in South Dade and the remainder of those people will come from outside the region.

We are talking about the regional impact of thirty five thousand additional homes, with the

additional strain of all resources probably to the tune of twenty-five thousand dollars each in tax payers outlay. The cost of this proposal will be in the range of nine hundred million dollars to the tax payers and that does not count the agriculture land that will be taken out of production to the tune of perhaps fifteen thousand acres to accommodate these additional people with the additional congestion, the impact in the entire region. The infrastructure has not been developed for this. I think this issue should be addressed and has not yet been.

I would also like to point out that the quality of life of the entire region, as an agricultural community, will be disrupted by this airport. A flight every five minutes makes it impossible to conduct a reasonable conversation in much of the Homestead area, and it also is in the midst of a flight path which carries it through the Channel 6 tower which is within one mile of the community's elementary and secondary school.

The potential for an accident is immense.

Finally, I'd like to say thank you for allowing us the opportunity to speak here. The process was being highjacked. Thank you for giving it back to the people and taking it away from those

people who have highjacked this in the beginning.

Thank you.

COLONEL McSHANE: Lloyd Brown.

000098 LLOYD BROWN: Good morning. My name is Lloyd Brown. I am Director of the Wildlife Rescue in Dade County. I want to mention a few topics that have been badly misrepresented.

First is that the environmentalists that are opposed to the commercial airport are not from this area. I don't think there is any family in the area that has more history than mine, with the exception of the fourteen years I spent as a paratrooper in the US Army, and while I fought in two wars.

Everybody here has a right to have their opinions heard. I have the additional privilege of having earned mine.

I am very much from this area. I am opposed to a commercial airport being developed here. I've heard a lot of crazy numbers about the unemployment statistics in Homestead. I don't know where they got the numbers, but have the Labor Bureau statistics that state the highest unemployment in Homestead occurred 1992. In the seven months prior to Hurricanes Andrew unemployment in the Homestead area was 10.3 percent as an average.

The most recent month that we have statistics for is November of 1999. Unemployment in November of '99 was down to five point five percent in the Homestead and Florida City areas. It's almost half of what it was in 1992.

October of 1999 unemployment in Homestead, Florida City area was 5.4 percent. That's the lowest it has been in the past ten years.

The unemployment rate that this airport is supposed to reduce does not exist.

I worked on a construction crew at the Homestead Motor Speedway. I was one of only two workers on the whole crew that was from this area. Everybody else came from Texas, Kansas, North Carolina or Mexico.

Those are the types of jobs that are going to come in with the commercial airport. They are not going to be hiring from this community as everybody seems to think.

Someone last night said they would rather see a plane crash in the Everglades than downtown Hialeah and Opa-Locka. As an environmentalist, it would be better for a plane to crash out in the Everglades. The environmental damage would be minimal and we can overcome it.

How would that person feel about a 747 or 124 crashing into Turkey Point Nuclear Power Plant?

I'll quote Edward Abby, "Growth for the sake of growth is the philosophy of the cancer cell."

Thank you.

COLONEL McSHANE: Kenneth Cassel.

000099 KENNETH CASSEL: Good morning. I am assistant city manager for the City of Homestead. Any time you enter an area where a decision has an impact on a significant number of people of the community, you have a significant number of diverse positions as to the correct decision.

I applaud the department of the Air Force for the effort to address all the alternatives in the the SEIS. I believe the SEIS covers the concerns in a format that allows a development that does not present a significant adverse impact to surrounding communities.

It is abundantly clear that Miami-Dade County is lacking in jobs and future growth. The county-wide average, according to the SEIS, is 1.4 jobs per household in South Dade. South of Eureka Drive is .8.

Of the alternatives, the only one that presents a plan that would close that gap is the

proposed action that's identified in the SEIS.

The City of Homestead's Council has passed a resolution to support the proposed action. We thank you for your efforts to advance a serious, unbiased document to the public and for our comments.

Thank you.

COLONEL McSHANE: Paul Mulhern.

000100 PAUL MULHERN: I am a resident of Goulds, Florida. Definitely citizens here are tired and economically starved. I remember when this proposal first came about and many other companies and organizations were interested in Homestead Air Force Base, and Dade County commissioners, in their wisdom, decided not to open the bid process.

I can't believe what I hear many of the mayors from northern territories and some representatives of Dade County saying, that they have a good environmental track record.

This County overall, out of any city in America, has less than a one percent track record. I am feeling outrage as we felt when we first heard about the HABDI deal. It was totally ignored.

Public hearings were scheduled. One of them was at Mays Middle School, where HABDI got up and walked out on the citizens that were there to ask

questions or even find out what their plan was.

Yes, everybody is so economically afraid of the base at this point that they are allowed to go on with any plan that says we can move forward. However, many studies and economic plans have been discussed, many studies have been done about this area, specifically about tourism. In none of those studies has there ever been implemented a cohesive, sustainable plan to really showcase that we are in-between two national parks.

The logging industry is devastated. You drive down Krome Avenue and you see signs in paradise of twenty-seven dollars a night and truckers are welcomed. You go to the Keys and you see signs that says two hundred dollars a night, and you go to Miami Beach and you pay two hundred dollars a night, and here we are, in-between, with the wisdom of our city council and our county commissioners, with the exception of Commissioner Katie Sorenson, who is the only one that came out against this plan, and she's the one that spent the most time talking to the most constituents of her community.

Dennis Moss and Larcenia Bullard are always open to their public, and we live here and we do not want a cargo airport. This is not going to be a

commercial airport. This will be a dirty cargo facility.

Thank you.

COLONEL McSHANE: Steve Golnick.

Margi Buster.

000101 MARGI BUSTER: My name is Margi Buster. I am a native and resident of Homestead. I also am co-owner of two commercial businesses for over twenty years. I belong to a approximately twenty non-for-profit organizations, most of them locally. I am very active in my community, and today I am not representing any of those organizations, but I request that you give my personal choice your most serious consideration.

I choose more money for all communities surrounding Homestead Air Force Base. South Dade does need some economic infusion, and yes that includes jobs. I don't have any statistics, but it sounds like everybody does.

We need to balance those jobs for both agricultural and environmental areas. We are climately unique and are both home to extraordinary diverse humans, plants and animals.

This area must become better than ever, which was our slogan after Hurricane Andrew. We owe

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that to ourselves and we owe that to the thousands and thousands of people who so generously reached out to us in our time of need after Hurricane Andrew.

That seems to be something that the community rapidly forgets, while we go lewd in our self-pity.

I personally am appalled at how many of your local elected officials were involved at last night's meeting, to block out the very residents that your panel is here to collect input from.

Not for one moment do I believe that a cargo airport will have the same value or integrity to South Dade as Homestead Air Force Base once did. I cannot envision international visitors or middle class residents flocking to visit or moving next door to a cargo airport, nor do I think that a cargo airport is the same as the Homestead Recreational Airport.

I am not so naive to think that a cargo airport will not cost the tax payers infrastructure money. Therefore, I request that you recommend that the alternative Collier/Hoover plan be looked at very closely, realizing that the majority of residents will enjoy a better quality of life, while reducing the impact on the agriculture and environmental area. That would create harmony.

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Thank you.

COLONEL McSHANE: Jose Ray Romero.

000102 JOSE RAY ROMERO: Good evening. My name is Jose Raymond Romero. I live at 1850 Flamingo Court, Homestead. I am here to say that when George Bush came to town, he said personally that he was going to help rebuild the town as much as possible. I happen to meet him personally and shake his hand.

Clinton said he was going to do his best for the town. We are waiting seven years and we haven't had anything done yet.

In reference to Homestead, I live in Homestead and I have lived in Dade County for thirty-five years. Homestead Plaza, which is the biggest shopping center that we have, half of the shopping center is empty. Most of the businesses have gone out, because there is not enough business.

I also live in Village of Homestead. There is a shopping center like three blocks from my house. Out of the eighteen businesses that were there before Andrew, sixteen have closed down. There are only two.

So we definitely have a problem here. We've asked our mayor and our commission to help us out. The mayor and six commissioners, they are all in favor of the Homestead Air Force Base, because its going to

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provide jobs.

In Panama, when they closed the base, they didn't want to come to Homestead, because we don't have a movie theater. Before Andrew we had two movie theaters. We haven't put one back, because too many people want to invest money.

The Old Fashioned Brickell Lumber was there sixty years. They closed down. Ace Lumber, the Redlands, Homestead Electric, a lot of businesses have been closing.

Yes, we do have a few jobs. Like they say, Wall-Mart. Yes, I have a friend that works there. They only give him thirty hours and all he makes is five or six dollars an hour. He has his wife unemployed. He has two kids. That's not a way to make a living.

Most of the mayors in Dade County also are for the plan, for the airport. We need it badly. We are trying to have it there as soon as possible. We need jobs and we need high paying jobs, not five dollars an hour or six dollars an hour.

The hospital also is having problems. It is losing money, because there are not too many jobs to create, you know. So we also have problems.

All the contractors in Homestead, they have

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to work in Broward County -- the majority -- because there is no work in here.

Thank you, and have a nice day.

COLONEL McSHANE: Thank you.

Let me remind my earlier announcement. I think I heard eight cell phones. Please, folks, that's rude. Put them on vibrate or put them on voice mail and pick up your messages later. I know you all are important, but someone else can wait a couple of minutes.

Adam Redford.

000103 ADAM REDFORD: My name is Adam Redford. I am with the Sierra Club League. In lieu of actually speaking here, I am going to show a video tape. They say that a picture is worth a thousand words, and if you can roll the tape, we can look at two areas that are in question, Biscayne National Park and a body of water just off the end of the runway by MIA.

(Thereupon, a video tape was played.)

ADAM REDFORD: Thank you very much.

COLONEL McSHANE: Are you leaving that tape for attachment to the record?

ADAM REDFORD: Yes, I am.

COLONEL McSHANE: Curt Ivy.

000104 CURT IVY: Good afternoon. My name is Curt

Ivy. I thank you for giving me the opportunity to express my view with regards to this issue.

I have grown up in Dade County for forty-five years, been down here. I've lived in South Dade County my whole life. I currently reside in Homestead. I am currently employed by the City of Homestead. I've worked for them for almost thirteen years. I started as their police chief, became an assistant city manager, stayed there as assistant city manager for a couple of years and now I am the acting city manager.

Again, thank you for the opportunity to speak to everyone with regard to my position and in regard to the air base.

Homestead -- imagine, in Homestead it has been a very difficult. I can tell the difference between prior to 1992 and after 1992 in being involved in the management of the city. It's a very tough job. We are not in a designation as an environmental zone, because we are wealthy or because we have a lot of -- lot of people that are not unemployed.

When I looked at this issue, we are all concerned with, and now its become heated. We haven't had conversation hopefully about this for some time. With the 1998 Supplemental Environmental Impact

Statement coming together now and making the statement -- I am not an expert on this. I probably fall into the same category as most of us. I don't know about the environment. I don't work in the environment.

I enjoy the environment. I am not in the airport business. I don't know what makes an airport run. I am in the city government business, city management business, and I have to look at this using information that is available to me to read and to try to make my best decision to represent the city and my citizens.

There were three criterias I looked at. One, we want to maximize economic development. I know the difference between when the air base was at full capacity and when it was gone. We had the base closure in twenty-four hours, not a five year period. We appreciate the economic development that the air base brought to us. We appreciate it more now that it is not here, and sometimes that's not always prevalent in military communities.

We wanted to maximize economic development. Our goal was to maximize the environment, not to co-exist with the environment.

After reading the executive summary -- I

didn't read the whole fifteen hundred pages -- the executive summary of the SEIS, it appears to me that the development of Homestead Air Base as a reliever airport maximizes each of those opportunities according to the study from the city and that is why I support the development of the air base.

Thank you.

COLONEL McSHANE: Heidi Kuchenbacker.

000105 HEIDI KUCHENBACKER: Can you hear me?

I am here today. I think you know my point of view wearing it. I've been outside. I am sure everyone has seen me. I am kind of hard to miss in a crowd, but I don't want to talk as an environmentalist. I want to talk as a person that has lived here all my life.

Homestead Air Force base brought my family here years ago. I've grown up in South Florida. I've lived and played on the base. I've lived and played on the parks. I've lived and played in South Dade. My family instilled in me the values to enjoy our national parks, to camp, to hike, to canoe, to kayak.

Hurricane Andrew blew my home away. I lived in the Keys. Have been there too. It blew my business away. I can talk to you about socioeconomic

impacts, can't I?

I don't want an airport to destroy my national park. I don't want an airport to destroy the water I kayak on. I don't want an airport to destroy the quiet that I run to for solis.

I've traveled. I've been in Europe. I've been all over this country. I've been to most of our national parks. We have a treasure here. People from around the world come to Everglades and Biscayne National Parks.

We talk about ten million visitors. What happens when we don't have parks anymore? How many of those ten million visitors will we have?

I've been in Homestead Air Force base in a storm. Stood in two feet of water.

Of course we want jobs here. Last year I worked with a group of people that brought twenty-five hundred jobs, not jobs, but small businesses. One of those people was at the hearing last night and didn't have an opportunity to speak. She is a stay at home mom working from her home. Commercial jets over her home will end her business.

Many of these businesses that we established in South Florida are in the Homestead area. You will destroy their businesses, of the twenty-five hundred

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that we established.

We already talked about the no bid process. I heard people last night talking about: Why can't we do this quickly? That was Dade County's hand. They are the ones that didn't allow their people to discuss options that we had, Collier and Hoover and the other multi use plans.

We have MIA, a perfect example of corruption at work. Pick up the paper.

Lastly, when Mayor Penelas declared on Friday night that this was the year of Biscayne Bay, and then to have the audacity to come and speak for a commercial airport, to me that doesn't represent my city, and I ask the Air Force not to convey the property to Miami-Dade County and find an alternative use or a multi use alternative.

Thank you.

COLONEL McSHANE: Walter Collier.

000106 WALTER COLLIER: Thank you, Judge.

I would like to do it a little different. I would like to turn around and face the people.

My name is Walter Collier. I've been in this community since 1943. I am not a native, as some of you claim to be. I have raised four sons, three that were pilots in the Air Force and one is who is a

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basketball coach.

I have a lot of attachment to this community and I have a lot to share with you. It is a sad day when we worry about the environment and we worry about jobs and we don't worry about the community. We have a real, real need in this community to get together -- to be together and to work together.

Today I don't see the clapping and the hissing, not as it was last night, but let's look at what we can really do.

Homestead Air Base is a reserve base dedicated to the defense of this country. I have a personal stake down there. My son flies out of there.

I want to tell you something else. That base, if we elect not to operate a commercial airport, will be shot down. Everybody says it doesn't matter, it matters from a different standpoint.

We had last year a pilot shortage of approximately eighteen hundred pilots in this country. When the majority of the pilots get out, a lot of them -- I don't have the exact numbers -- go into the reserves, which this country cannot further develop, because we shutdown training bases, and environmentalists encouraged that.

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I want to think about what we are trying to do in this community. We are trying to divide it. We've done a good job of that. The Air Force has got a tough decision to make. They have to make a decision on exactly what they recommend will be done.

The deck is stacked against those who wish to have the commercial airport developed, because you've got Vice President Gore who made the statement in Florida City that if he were elected, no aircraft will ever fly over Everglades National Park or Biscayne National Park. I don't know what he was smoking in that meeting. I am sure it was heavy, because airplanes fly over there at various altitudes, and they have for fifty-five years -- over fifty. Control it maybe, but eliminate it, never.

The Collier plan -- my name is Collier. I've been on the business end of a lot of jokes about the Collier plan and the Hoover plan. Katie Sorenson endorsed the plan.

I am a Collier. My family doesn't endorse it, in addition to eighty-seven thousand other people who I can't speak for.

What that plan does is very simple. It offers a golf course with a lot of caddies and offers a lot of employment at hotels for a lot of chamber

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maids and a lot of janitors.

COLONEL McSHANE: Your time is up.

WALTER COLLIER: I am sorry. Thanks again. Let's get together as a community and let's try to work this problem out.

That base is going to stay here. Let's all help each other.

Thank you very much.

COLONEL McSHANE: Mario Santizo.

000107 MARIO SANTIZO: Good afternoon. My name is Mario Santizo. I live in Homestead. I am against the building of the commercial airport in Homestead, because according to the SEIS Draft, on Page 36, it says that in the year 2015 there will be one hundred fifty thousand operations. That is four hundred eleven flights a day. That's one flight every two minutes.

Ninety percent of those operations will be at an average of one every two minutes, day and night. The other ten percent in this operation is every eight to twelve minutes from 11:00 p.m. to 6:00 a.m.

I am sure that before fifteen years that airport will be at maximum use. This will create loud noise, fuel and other pollutions in the clouds

polluting the air we breathe, our homes, our gardens, our cars, our neighborhoods and our water service and destroying the environment of the national parks and the wildlife living here, destroying the quiet, peaceful and healthy environment we now enjoy.

On Page 62 of the summary it says bird/aircraft strikes involving the F-16 aircrafts will occur once every three thousand three hundred operations. If this rate from F-16s were applied to the forecast civil aircraft operations at Homestead, an estimated forty-five bird/aircraft strikes could occur annually by 2015, increasing to about seventy strikes per year at maximum use.

"A serious aircraft accident is estimated to result from about 0.06 percent of bird strikes."

That means that in the year 2015 forty-five strikes a year, 0.06 percent, there is a possibility of 2.70 serious accidents a year. That is three serious accidents a year.

Maximum use, seventy strikes a year, by 0.06 percent, is 4.20 serious accidents per year.

I think the solution for this problem -- if one airplane strikes the nuclear plant, we are going to have a nuclear plant disaster not only in the State of Florida, but in neighboring states.

The solution for this problem for Miami Airport is to build an airport in Tamiami Airport. That will bring jobs for people, and the rich people from the builders and the bankers will make their money and everybody will be happy.

Thank you very much.

COLONEL McSHANE: That's all the cards from last night. I ran through the entire batch, and I'll set those aside.

I understand from the staffers here that there were no elected public officials or no one claiming to be an elected public official for this afternoon, so we can swing right into folks who signed up to speak today and who did not speak at a previous session.

Jacqueline Baumgartner.

000108 JACQUELINE BAUMGARTNER: Good afternoon everybody. My name is Jacqueline Baumgartner. I am a member of the Sierra Club, the National Park Conservation, the Wilderness Society and the Florida Zoological Society. I have lived here in South Dade since 1955.

When I first came, right away I went to the Everglades National Park and I was amazed at the number of birds that I saw. I have gone back to this

park every year, many, many times and now we see only about one tenth of the birds that I saw at that time.

I went to Biscayne National Park, and snorkeled also when it first opened, and I was amazed of all the fish I saw, and now I don't see as much anymore at all.

Now, you will say, what does that have to do with the airport? Well, I will tell you. If in all these years there has been such a decline, its because of pollution, because of the air and the water. With more air flights over this region, we will have even more pollution and more decline of the wildlife that we enjoy in this region.

I am not married. I don't have any children and no grandchildren, so I shouldn't care, because I don't have anybody to give it to, but if I am standing here now it is because of your children and your grandchildren. What are you going to leave them? All they are going to have is just a cargo airport.

Thank you for letting me speak.

COLONEL McSHANE: James Nall.

000109 JAMES NALL: I am a resident of South Dade for thirty-nine years. I enjoy the parks, the Everglades, since I was a child. I like Jacqueline have noticed and experienced the difference in the

Everglades. I take my children there all the time.

I think the politics need to be taken out of this. Al Gore, who is a true environmentalist, he'll hopefully be elected and save us from the Latin American Builders Association, whose whole goal is to asphalt Dade County, to destroy the quality of life we have enjoyed for so long.

I think it's all politics and we need to stand up and kick them out.

Alex Penelas and the county commission is full of cronies and the fact that we have allowed them to do so shows the kind of condition we are in. We should be ashamed of the County government, and the people in North Dade should spend more time in the parks or leave the State of Florida. It's a beautiful state, and we'd like to keep it that way.

Thank you very much.

COLONEL McSHANE: Peter Baljet.

000110 PETER BALJET: Mr. Chairman, distinguished members of the Air Force, audience. I am Peter Baljet. I appear before you as a concerned citizen. I am the former director of the Florida State Department of Pollution Control and also the former director of the Dade County Department of Environmental Resources Management.

I am here to support the redevelopment of Homestead Air Force Base, and I would like to clarify my position. I am pleased, first of all, that the Environmental Impact Statement disclosed that a commercial airport in Miami-Dade County will not adversely affect our environment, but I have to say that my recommendation would have been to proceed with the development.

I am basing that on the fact that for once we have the opportunity to create a desperately needed public project, incorporating the joint interests of many key disciplines of our society.

My tenure as a defender of air quality in Florida for a long, long time has been very tough. We will always be one step behind, and here, when the quality started to deteriorate, we created the Air Implementation Plan.

When the phosphates contaminated Dade County canals, we provided funds and created the Phosphates Deterrent Ordinance.

The phosphate mining -- (inaudible.)

COLONEL McSHANE: Let's hope that was all. If it persists, we'll take a break and track down the problem.

Sir, if you want to repeat that or take a

little more time, you certainly can do that.

PETER BALJET: The point that I was making --

COLONEL McSHANE: Let's just a take a short break. I find that it is a good time for a comfort break, if you will. Let's take about five minutes and then we'll come back and finish up.

(Short recess taken.)

COLONEL McSHANE: We are ready to proceed with our speaker.

PETER BALJET: I'll come right to the point. I have a written statement to enter in the record. I am just concerned, and I base it on my experience as a regulator and as a professional for many, many years, that a project of this nature, if we stop it today, it will certainly take place tomorrow, and that is because the population in Dade County is not going to stand still.

The pressure for this project years from now will be so great, that the same politicians that are here today saying "Stop the jobs," are going to be joining forces with development and industry to make this project happen. At what cost at that time? My prediction is that the environment will absolutely and surely take a great step backward.

So I call on the regulators of today and the

conservation organizations to join forces, look at this project and come up with an outcome that's acceptable to both the environment and the community.

Thank you very much.

COLONEL McSHANE: Ginger Raspiller.

000111 GINGER RASPILLER: Thank you.

My name is Ginger Raspiller. I am a member of various organizations in the community, but I am here today because I care about the people in this community and our quality after life. I believe too many decisions on South Florida are being made by developers or politicians who are more concerned about their wealth and gain than they are about the community and quality of life for the people in this community.

As a community, we are -- are doing a great job. In the past week alone there have been two feature stories highlighting some of the problems with our parks. The New Times reported on the pitiful situation with the City of Miami parks. In the City inventory, they didn't even include their prime parks, Virginia Key and Bicentennial Park, because they are trying to develop it or sell them both. They mentioned a Dade County parking lot and even a cemetery as a park.

The few parks they have in the city are derelict and they are locked, unaccessible to the public.

In the Miami Herald the story talked about the lack of trees in the community is well below what most cities of this size in our nation have. It's not a surprise to any us of who live here. We've paved over much of our land already.

In spite of the sad state of many of our local parks in our community, we are very fortunate that we have not one, but two national parks and the Florida Keys Marine Sanctuary right in our doorstep. The Everglades is considered so ecologically significant that we are going to spend billions of dollars to restore it and protect it.

As a community we are going to help pay for that and well we should. As a community what will be our contribution to Biscayne and Everglades National Parks? That will be our legacy.

Do we want to be known as a community that built a major commercial airport next to two national parks? I don't think so. I know I don't.

The noise pollution, water pollution and air pollution will hurt the wildlife in their habitat and destroy the serenity of our national parks.

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Therefore, my opinion is that it just doesn't make sense. It's not appropriate. It's the wrong place for a large commercial airport.

Are we concerned about the good people in Homestead and their livelihood? Absolutely. Is the answer to their problems a mayor commercial airport next to Biscayne and Everglades National Parks? Absolutely not.

As a community we should be looking for pollution solutions that help the people of Homestead and preserve and protect our national parks and our quality of life. So I ask you not to develop this as a commercial air base.

COLONEL McSHANE: Thank you.

Next card I have is Margi Buster. She spoke already this morning. We'll pass on by.

Ken Swanberg.

000112 KEN SWANBERG: My name is Ken Swanberg. I am a member of the community here. I enjoy sailing on Biscayne Bay. I enjoy the serenity of the Everglades and Biscayne National parks. I would hate to lose that. Do not build an airport in Homestead.

The Air Force does not need to be an enabler to the developers and politicians in South Florida to help them screw up our environment and quality of

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life. Lord knows by what you see around us and what you read in the papers that they are doing a good enough job on their own.

I care about the people of Homestead. I ask that the Air Force, and I ask the powers that be to try to find another solution.

Thank you.

COLONEL McSHANE: Thank you.

Karsten Rist.

000113 KARSTEN RIST: My name is Karsten Rist. I am president of the Tropical Audobon Society, and I have problems with the SEIS.

My first problem is that the document focuses on one hundred operations and a maximum of twenty-one thousand flights a year which may be attained by the year 2015.

Presumably the new SEIS was created to allow us to make a meaningful decision as to whether an additional runway should be built and more flights should be taken off from Homestead.

The question is: Who are we kidding? There is an investment needed in the infrastructure required to get the two hundred thirty-one thousand flights going. Surely we are not very likely to then make a decision this is the wrong place to have an airport.

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If it were to happen that in 2015 the decision would go against additional flights out of Homestead, then that would show that we made the right decision in the first place meaning, now.

The obvious answer is that we should have a plan of more length than fifteen years, and the SEIS should address that question, because otherwise it cannot be the basis of a meaningful decision at this time.

My second concern relates to the lack of information on PAHs, and that's the gunk that we see when an airplane takes off in MIA. It is quite visible as you drive into town. It's the solids that remain of unburned fuel when the airplanes take off.

People who live under the flight path of MIA know that under certain conditions these PAHs settle down on their property and their cars that are parked outside, and under circumstances you can develop some medical conditions. If you live under the flight path of MIA, you can run you hand over the windshield of the car and you have black oily gunk on your fingers, and that is the PAHs.

The SEIS states that the value sources of PAH to concentration settlement is not known. I don't believe that is a satisfactory answer. We can make a

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reasonable estimate of how much fuel the airplanes that take-off from Homestead will burn and we know what is the efficiency that fuel is being burned at, and you can certainly calculate how many tons of black gunk will be dumped into Biscayne Bay.

Thank you.

000114 SANDRA FERNANDEZ: Good afternoon. My name is Sandra Fernandez. I am a life long resident of Dade County, and I love this town. I am proud to be a member of the Sierra Club, although my views here today are my own. I do not represent the club.

I attended the hearing last night at South Dade High School and I heard from a lot of people who would have you believe that if the airport was built in Homestead, that all of a sudden out of nowhere thirty-eight thousand jobs with average annual salaries of thirty-four thousand dollars a year are going to fall in their lap.

I have to wonder, are these people qualified to even step into those jobs?

I know what it's like to be unemployed. I lost my job last week. There are a lot of you who are looking for jobs, and you should try looking in the Miami Herald. There are thousands of jobs here in the Herald. If you don't have the skills to get the jobs,

go to school to get them. If you don't speak Spanish, go to school to learn it. I did. Its helped me to get jobs.

There are a lot of jobs specifically in the medical field in Dade County, that are looking for people to fill them, and also the sales profession.

Folks, this is ruining the environment. Converting Homestead Air Force Base into a commercial airport is not the way to produce jobs. The South Dade residents who are here to say they want the airport and the jobs that they will create are the same people that will sell the homes at a loss to escape the noise, pollution, congestion and traffic. It will create a mass exodus to Broward similar to what we had after Hurricane Andrew.

The poor people who can't afford electric dryers, they can't hang their clothes to dry in the yard.

Conclusion: I am supporting the Collier/Hoover plan. I think it makes a lot more sense and it protects our beautiful national parks for our future generations to enjoy.

Thank you.

COLONEL McSHANE: Laurie Levitan.

000115 LAURIE LEVITAN: Good afternoon. My name is

Laurie Levitan with the "ROC Association", and a member of the Sierra Club. I've lived in South Dade for twenty-one years. My husband has lived here all his life.

This commercial airport is a bad idea. It's driven by the greed of politicians and developers who don't care if they trash our two exclusive national parks. They have not yet offered any environmental protection from the deafening noise or the bird migration and as we know, we lost enough bird life here.

They have not offered any environmental protection plan, because they can't. You cannot mitigate when you have jets blasting over the national park every few minutes at under a mile of altitude. There is no way to protect from that. Walls will not do anything. They can't protect from the noise. It will drive away tourism from Biscayne National Park and Everglades National Park and noise will ruin the quality of life for Homestead residents.

They are simply trading tourism for urban ugliness, defending noise, the sight of trucks and warehouses, loss of agricultural land that will get paved over by this.

I endorse the mixed use plan, the

Collier/Hoover plan, because it's enviromentally friendly. Its people friendly. It will be attractive. It won't be destructive. I hope you take that into consideration.

Thank you.

COLONEL McSHANE: Nancy Sullivan.

John Minore will be next.

000116 NANCY SULLIVAN: Could I use that podium?

Thanks. I came to your meeting last night with my neighbors from Key Largo. We were firmly behind the Hoover/Collier plan. We elected to have two people speak for us, over two hundred of us.

I came to the meeting with high expectations and left in disbelief. I had heard of politics in South Dade, but had never seen it in action.

The hefty lobbyist of Mayor Penelas and Senator Graham's people were there in force. At one point I thought maybe the mayor of Jacksonville was going to be the next speaker.

The hearings are to here for people affected, not Senator Graham.

Miami Lakes neighbors -- all the reasons that the Miami Lakes people have against an airport in their area are the same for the Largo people, only we have added threats, two national parks.

I ask you, please, put politics aside in your mission. Your mission is clear. Listen to the counter evidence on two reports that say the dangers to this area.

You have a job corp on your property. Now, educate the people of South Dade, plumbers, carpenters, computer experts, so that when the ground is broken on the Hoover/Collier plan, the people of Homestead will be ready with skills to succeed.

If the airport is developed, my quality of life and that of South Dade will be destroyed. A plane every two to five minutes over my house is unthinkable.

When you were given your mission, Gentlemen, nowhere that I know were you asked to create a mixed airport for the overflow from Miami International. When the airport is at capacity, it will be at capacity. Tourism will still flourish.

I wish there was some way that your reservist and local pilots can all get together one day and fly six hundred flights over the path you've indicated. Let the people of South Dade, Upper Keys and someone visiting our national park see the reality of what an airport complex could mean to them. Believe me, you will here a roar, not a jet engine,

but from the human cries of: No.

Visit the parks again. Ride to the Keys. Think of that film you saw today. Please don't let local and state politics rule your decision.

000117 JOHN MINORE: My name is John Minore. I've lived down here all my life and I worked at Miami International Airport for a little while. The places I've worked, the drinking water there had fuel in it, which we weren't allowed to drink, so they would give us bottle water or we had to buy sodas.

I used to be in the Air Force. I used to work on F-15 aircrafts at Eglin Air Force Base. What some of mechanics did after we changed the jet engine, with the excess fuel that comes out of the engine. They walk across the grass with a bucket and they would trip and there goes the fuel on the ground. I can show you exactly where that was taking place at Eglin if you ever want to fly me up there, and cargo aircrafts also are weighed down.

F-16s have the same engine F-15s have. They have to climb and get off the ground a lot quicker, getting a lot more altitude quieter as they get higher.

I also understand there is a contract awarded with a no bid process, which seems unfair. I

am totally against the airport there.

I also fish and dive in both parks and it is beautiful and it is nice and serene and I would like it to say that way. As a matter of fact, I would like you to keep the Air Force base as it is, no development at all.

That's all I've got to say.

Thank you.

COLONEL McSHANE: Mavis Richards. The next card is Jacqueline Vizzi.

000118 MAVIS RICHARDS: My name is Mavis Richards. I am speaking on behalf of the "ROC." They are a civic association.

I must first of all give credit to Katie Sorenson on her views and her wisdom on her statements made. My concern is for the environment. Very few of us who study, I would dare to say, the environment and its intricacies, would know the devastating effect that the airport would have if such a thing is allowed to be developed.

We think of finances mostly. Few people think of the environment, where we have to live, and the effects on the birds, animals and to say nothing of humanity. We don't think of the children. We don't think of babies who are born in Florida with

lung tissues which are not developed. They have to breath all this junk from the airport. They will grow up with defective lungs, which they will suffer with for the rest of their lives.

Let us not think of finances only, because once this is done we cannot reverse the project, it is there to stay.

Then we have to think of pollution. Somebody mentioned the Nuclear plant in New Jersey. I lived in New York, and I know the fear that people have day after day, what if. We have to think of these things.

Agriculture has also been depleated. I have been in Florida steady for the last ten years, and I the things that I have seen, the changes, grass disappearing, the plant houses and a few palm trees. There is nothing to absorb the waste that even the human body gives out. We don't know how nature works. Even microscopic things in the environment take care of some of the things to keep us healthy.

We have to think money is not the only thing, and when you think of the frequency of those planes, children's ears that the decibels are going to destroy. We are going to have deaf children who will suffer for all their lives.

Think of those things. I have not prepared a speech, but I am concerned. I live here and I know what it is to be able to breath clean air. Let us think of these things and not be pushed by developers, capitalists. We have to remember the long term effects that they would have, and if something has to be done, I rather go with the mixed plan, but please not the airport. We will live to regret it.

Thank you.

000119 JACQUELINE VIZZI: My name is Jacqueline Vizzi. I am a professor and artist and teacher here in Dade County. I used to live in Miami Beach and I used to sit in my backyard and look at the beautiful sky and my beautiful canals and all of a sudden these huge planes would come and stop everything for awhile.

After awhile I called the airport and told them, but when the fish are dying in front of us, who is going to be doing that? When the birds have moved out of the Everglades, who is going to do that? When the vegetation, when the urban sprawl, when all the cars, all the trucks, all the garbage that goes around an airport, because check out our airport here in Miami. It is full of garbage.

Who lives around there? No one.

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Yes, you call the airport and they'll tell you, we'll check the route. That's what they need to do.

I am against the airport. Getting that airport would be like opening a Pandora's box. You are in for a lot of problems that will be coming.

Thank you.

COLONEL McSHANE: Ronald C. Dutton.

000120 RONALD DUTTON: My name is Ronald C. Dutton. I'd just like to go on the record saying I am opposed to the airport.

I digress a little bit. As few others said, I was born and raised here in 1936. My mother was born and raised here. Since 1995 I have seen a lot of changes in Dade County, and I can't say most of them are for the best. I've learned a little bit. I listened to Katie Sorensen's presentation and I think she's top notch.

Of the Hoover/Collier plan, what impresses me the most is that she said that it would take it out of the local government's hands and put it on the federal level. I think that's probably the best thing that can happen. It will take all the money that seems to get misappropriated through the local politicians, would take it out of their hands. They

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wouldn't have access to it or not as much as if as they would with the airport.

The way it was awarded, HABDI from the Latin Builders Association or whatever you want to call it.

I worked extensively through Central American and the Caribbean Islands and see the governments how they work there, and I am sorry to say here in Dade County we are a Banana Republic and doing the same thing.

COLONEL McSHANE: Kay Rosendahl.

000121 KAY ROSENDAHL: I am Kay Rosendahl. I own a house approximately on Old Cutler and 216 Street. That's about as far south as you can get without going to Homestead.

I am concerned about the air traffic and the environment. I am also concerned about unemployment, because let's face it, it is not a proven statistic number they are giving. They have forgotten about the people who are homeless, that are not on unemployment. I am one of the people that has been unemployed since October.

You think it's easy to find a job? It is not. I was informed on the 1st of November that it was going to take four to six months to find a job. I thought they were crazy. I now realize they know what

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they were talking about.

We need jobs, but the Collier and the Hoover Groups, they haven't considered the problems with the roads. We don't have roads to maintain the business traffic that they would need to go to the airport. That's Number 1.

All these plans have problems. The airport has a problem. It is going to affect the parks. There is no way around it. It will affect the parks.

So what do you need to do? You need to look and maybe you need to put some restructure on whatever you make the decision to do with this land, but something has to be done to improve the three options that have already been given, because none of them are to our advantages.

I want to see my property increase in value, not decrease. It's already at a point where it can't go any lower.

So please look into these things and see if there is something that someone can come up with a better plan, because they have to consider the roads. They have to consider the parks. They have to consider people in the neighborhoods and this land.

Thank you.

COLONEL McSHANE: Thank you.

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COLONEL McSHANE: George Alexander.

000122 GEORGE ALEXANDER: My name is George Alexander. I am a board member of the Kendall Federation of Homeowners, although I am not speaking in support of them tonight.

First of all, I want to tell you thank God for Katie Sorenson. If it wasn't for her, we wouldn't be here.

I want to speak on a subject. I lived on the flight path in Kennedy Airport, and every time I was standing on my backyard, I would see five planes, one right behind the other, coming down at about two hundred feet above my house.

Believe me, it is not a very pleasant situation. You won't enjoy it very much, you people living in Homestead.

I want to say about the traffic. Traffic is going only one way from the airport, if you have a cargo airport, and that is going north. We have just two roads, the Turnpike and US-1.

If you've ever traveled US-1, and I know you have, you know what it is to take a fifty minute ride to get to Miami. It will take you sometimes an hour and sometimes an hour and a quarter to get up to Miami from Kendall where I live.

We have to understand that these trucks that will be coming out of Homestead Cargo Airport Base will make a big, big difference in how long it will take us to get up to the Miami area or up north.

The same thing will happen on the Turnpike. Traffic will be at a standstill. It is at a standstill now. It will be much, much worse with all the trucks coming out of the air cargo airport.

Thank you.

COLONEL McSHANE: Donald Groh.

000123 DONALD GROH: Hello. Good afternoon. My name is Donald Groh. I live on 7925 Southwest 201 Terrace in Miami, Florida. I was born here. I am a native. I work and live in South Dade.

I manage commercial property. That's my business. I am here to support the airport. We need the airport. It doesn't take a whole lot of common sense just to go down to South Dade, walk through some of the strip centers, and look and see how many empty spaces there are available. Look and see how many people are hanging out on the street corners without jobs, and talk to some of these business owners and see if they've made any money lately.

Since Hurricane Andrew, and since the Air Force has closed the base, we've gone through

dozens -- dozens of businesses failing. These are just mom and pop businesses who have their dreams and spent their entire life savings trying to make the American dream -- trying to realize the American dream.

It's not happening in South Dade. While the rest of the country is relishing in economic prosperity, South Dade is still in a major recession.

Why is that? Because the Air Force -- Air Force closed the base.

Now, I know you need to make cuts. South Com moved from their operation in Panama. They moved to Puerto Rico. They didn't even want them in Puerto Rico. We wanted them here. Why didn't they come and bring their base and revitalize the base here?

You can't answer that question, but you can do something now. You can help revitalize, rejuvenate the economy down here with the airport being the driving economic force.

I don't think these other alternatives are realistic, market driven. If the supply and demand is market driven, why aren't businesses coming down to South Dade? They are not. There are thousands and thousands of acres of land they could buy down in South Dade. They can come down here and buy up that

land and build these office complexes and golf courses. They are not. It isn't going to happen. That's not realistic.

We ask you for your help today and we need your help to help revitalize the economy down in South Dade, so we can realize our dreams.

Thank you.

COLONEL McSHANE: Alice Smith.

000124 ALICE SMITH: I have been talking at these meetings now every time we've had one, which isn't that often, but since this started seven years ago there were meetings. If we had at that time done this properly, if our officials had done it properly at that time, you wouldn't even be here today. We would have heard about it, and we didn't know about a thing.

Even today we don't know the full impact of what that would do for us. In fact, it is my privilege in the next two weeks to host a meeting with Collier so that people in our area can get to know what they can offer us. This should have been done ages ago when they first came in, but our officials wanted to keep that quiet. We don't hear about that.

I live within five miles of the base. I live in Keys Gate. I don't represent Keys Gate. However, I can tell you that last week we took a vote

on the airport and it was unanimous, at the single family homeowners' meeting, that we don't want an airport.

We have beautiful birds. I love this island. This morning I was having my breakfast at twenty after 9:00, a little late but the meeting was late last night, and a roar of planes came over. It was ten minutes only, but it was enough so that my husband and I could not speak to each other.

Yes, we live on the porch. We want to stay outside. We don't want to go in. We want to enjoy the calm serenity of the area.

I do wish -- I invite all of you military people to come to my home and see what it is like and imagine what it could possibly be.

Homestead, after the hurricane, I was here then. We lost forty percent in Homestead of our population, mainly because a lot of people came and retired there, because of the hospital and other benefits. We only have twenty-seven thousand people in Homestead right now. I don't know what we are going to do with thirty-eight thousand jobs, but we do need jobs and we need the economy.

What we need is better schools. People do not come down here and live here because they can't

educate their children in Homestead. We have two of the worse schools in the country.

I guess my time is up, but thank you for letting me talk and if you'd like to come, my house is open to you, and I'd like you to come at twenty after 9:00 tomorrow morning please.

000125 FERNANDO PRO, JR.: My name is Fernando Pro, Jr. I am better known as Chappy. I think the one thing that we must all agree on is that there is only one question. We must improve the environment and the earth that we live in. That's a given. Anyone who doesn't understand that is not where they should be.

The other thing is: Must we have an airport? Well, the case can be made that in the future we are going to need this and we are going to need that. That tells me that that's going to mean that the problem that's been going on in this city is that of overdevelopment. We are not prepared. The schools are not prepared, and the roads. We are having problems even trying to take care of what is already here.

I hear this stuff about jobs. When you are talking about that, I think thirty-eight thousand jobs? I am going to tell you something. If you believe that this is going to bring thirty-eight

thousand jobs for people in Homestead, you are in a fantasy world.

What it means -- if you see the other plans, coupled with more homes and stuff, that's for the new people that will come in to take the majority of jobs there. So if you think back, and go talk to some of the people in Kissimmee where Disney World is, you talk to the people that were there when this thing first started, and they thought that they were going to have a wonderful thing happen to them, and the old timers that were there at the time, that were hoping for these jobs, they will tell you that at one time they had a very nice place to live, a very nice village, and that now has been ruined.

But the main point is: What will protect the environment, since that's what we must do? What is more enviromentally friendly? What plan is more friendly? What plan is something that we may actually end up with?

What I propose to you is that the Collier plan at this time is in its very nature enviromentally friendly.

The other thing is -- I am sorry. I didn't say that I am here with Cutler Ridge Concerned Citizens. I am not here just representing myself. We

look at it from two angles. One, what is most environmental mentally friendly and what has got problems to be environmental friendly?

A lot has been said about the fact that the plans, that it could be, that it could bring the jobs, it could not hurt the environment, but there is a lot of ifs in the plan.

Now, the thing to remember is that the Collier plan in itself demands and it will help their businesses keep the environmental cleanliness people want here.

The airport plan that is backed by the very people that have the contract to do the job and the way they got the contract, I wouldn't -- I just I cannot trust that they will follow and do what is best for the environment.

So I am very clear. We support the Collier plan, because it is the closest thing we can get to a win-win situation for the citizens down there.

COLONEL McSHANE: Thank you.

Alicia Schreiber.

000126 ALICIA SCHREIBER: Good afternoon. I am Executive Director of Community Development and Acting City Manager for the City of Homestead.

Having grown up in South Dade County, in the

heart of Matheson Hammocks, I am an abed water skier, scuba diver. I enjoy kayacking and I do that still today.

Later in my life I've come back to Homestead and the Homestead area, after having graduated as a civil engineer and city planner, and I came back to help rebuild their city and to help them after the devastation of losing the Air Force Base and the relocation of so many citizens. Not only did Homestead receive devastation, but there was something on top of that.

As a professional, there was a lack of jobs, and areas such as the Air Force Base that were left as a vacant homes. No one came back and touched them.

We look at projects, and we hear people come before us today and they talk of plans such as the Collier plan and other environmental plans. Before coming to the City of Homestead I had the pleasure of working for the Florida Department of Transportation for seven years, where we prepared SEISs.

Having read this particular document, I didn't find where they said to us there is an adverse environmental impact. I couldn't find places where they said it was going to endanger certain species or

contaminate our water.

The Collier plan, have you looked and thought, we are going to continue to build and we are going to bring people from other parts of the city and we are going to bring more traffic to the City of Homestead? We are going to use more capacity of water. We are going to use more capacity on our sewer. Dade County can't support our sewer today.

There are all different impacts to the community. You continue to use our water and you continue to use the sewer, bringing more people might not be the issue.

Bringing tourists that come and go sounds like something that is good for our economy, it's good for the City of Homestead, in bringing economic base to a place that lost so much economic base.

I think all of us need to take a look at the boards that are in the back there and look at capacity, look at the noise levels that are projected in SEIS and read what impact they are talking about, and look at your own impact that you are proposing for us, all different levels, all the different degrees, but there are impacts.

Your golf courses, there is fertilizer impacts. There is run-off impact. You are going to

create areas like we already have existing.

As a citizen, and as a worker for the City of Homestead, I believe strongly in this, that we need an airport facility in Homestead for a multitude of reasons that are outlined and people have stood up and spoke about today.

Thank you.

000356 PAT WADE: I was born in Miami. I've lived here all my life, only exceeded by a few years by Mr. Dutton.

I live and own a plant nursery in South Dade. I am on a faculty member of the University of Miami Medical School.

I do not understand for the life of me the shortsighted push for a commercial airport in South Dade, specifically when the mixed use plan or plans can provide the economic benefit that everybody talks about without the down side, and that's the key.

I have not heard one person today come forward and say that the other plans will not provide the benefit -- a similar benefit.

Is not MIA engaged in noise abatement? Is not MIA engaged in expansion? Is not MIA lagging behind other airports in passenger and cargo growth? Is not MIA plagued by corruption, waste and

inefficiency? Why would we want such a beast in our community?

I can speculate that a few rich and powerful will become more so. I cannot help but think that this is another power and greed, not economics, not need, not quality of life and certainly not for the environment.

I ask you to look at the pro-airport politicians, bankers, builders and ask you who would be the benefactor of this airport?

Dade County has been inflating for years their population projections. If you don't believe me, look at the Bureau of Census estimated by Dade County, and look at the State of Florida projections for Dade County.

Perhaps you are just learning about Dade County politics, but we are fed up with it. Don't hand Dade County this airport.

Thank you.

COLONEL McSHANE: Ed Meyer.

000127 ED MEYER: Good afternoon. I've read a lot about the pros and cons of developing Homestead into a commercial airport. However, I am missing something really big in this equation, and that is, on one hand we hear that they are going to be over two hundred

thousand flights a year, putting us at a par with JFK. On the other hand we hear absolutely nothing from the airlines as to whether they support this development at all.

I raise this issue, because in the case of St. Louis, they built a reliever airport, which is a big TWA hub. No one came. It sits vacant.

Before we spend any tax payers money, our money, on the development of this commercial airport, I'd like to know where the airlines stand on it.

Now, the Aviation Department is supposed to bring the airlines into a stronger planning role as part of the sixty-six million dollars that Dade County is giving back the airlines. Now, if they are bringing the airlines into a stronger planning role, then let's get the answer before we spend any money.

Thank you.

COLONEL McSHANE: Bernie Navarro.

000128 BERNIE NAVARRO: Ladies and Gentlemen, welcome. My name is Bernie Navarro. I am the past chairman of West Dade County Community Council 10.

A lot of growth has happened in that area, and instead of bringing our growth toward the west, I think we should make that growth go different ways, to the south and alleviate traffic congestions all around

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Dade County by going the opposite direction. That's Number 1.

Number 2, where I live, the flight path of Miami International Airport is over the Everglades, and no mention has ever been said about that. So we live with it.

More people are buying homes where we live and buying homes in the Doral area, Number 2.

Number 3, I think we are being held hostage by the Hoover and Collier plan, by the sense that they say they have the mining field of the Everglades and Biscayne Bay if this project doesn't become approved. So I think we are being held hostage, and I don't think that's appropriate.

I am in favor of the airport and I feel it should be supported for the benefit of this community.

Thank you very much.

COLONEL McSHANE: Next cards I believe are of individuals who spoke last night and signed up again today to speak.

Manny Romero.

000129 MANNY ROMERO: Good afternoon. My name is Manny Romero, and I reside at 26140 South Dixie Highway, Naranja, Florida.

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I am trying to make a few observations about the Collier plan. First of all, the Collier plan -- the Collier plan, for the last several months its been trying to deal in Washington, completely bypassing this community, to appropriate a public asset of this community.

The Collier plan has tried to swap mineral rights for closed military base properties in five or six different communities, most recently in Orlando, and it has been denied in each and every one of them.

The Collier plan in proposing two new golf courses. We already have two golf courses, one in Keys Gate and the other one in the Redlands. I don't know, but has any study been done that they need any other golf course?

The Collier plan is taking a portion of the community, a part that belongs to South Dade residents, who want to proceed with Dade County's plan. The Collier plan is also appropriating land designated to the school board, depriving the school board of the valuable land at the base and jeopardizing the federal and state funding for the school.

That's why Dr. Phillips, President of Miami Dade Community College, is for the airport.

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These are a few points that I see on the Collier plan.

The Collier plan went to Dade County hearings. They went up there and proposed their proposal to the commissioners to be voted on like the County proposal. Where were they four years ago?

The Colliers don't have enough of their own county. They want to take our own county, Dade County? It's ridiculous. This is really ridiculous.

I can't believe some people are talking about greed and money. I tell you I've been shuttled in and shuttled out because of this and because of that.

I think it's greed. I think all of you are right. This is greed. This is money. I think this is ridiculous.

Thank you.

COLONEL McSHANE: Michael Matcher is a new name. We'll take him before we go to the other repeats.

000130 MICHEAL MATCHER: First of all, I'd say good morning and thank you for the opportunity to come before you. I don't envy the panel or the commission with what they have to do, the fact that you have to find a plan that's supported by the local community,

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finding a plan that has the best possible economic revitalization program and protect the environment. Some job.

As I see, the proposed action is flawed in the fact that just by observing last night and this morning, the proposed action is not a plan that's supported by the local community.

Obviously, there are a lot of things with our political leaders, with the community leaders and with the residents on the airport plan.

The proposed action, I see a serious problem with the existing infrastructure. It is not going to be able to support it. I realize also that the current operations at the base cannot go on and will justify additional operations, but the thing that bothers me the most is that in South Dade the primary industry is agriculture.

In Dade County the Number 2 industry is agriculture. I think that building an infrastructure that's going to be needed to support the commercial airport is going to just totally decimate the agriculture industry.

I ask the question, we have an industry that brings in approximately nine hundred million dollars per year and we are going to take a gamble on the

jobs?

I noticed in the Draft, the words "Could bring thirty-eight thousand jobs." We are taking a gamble. We are decimating an industry that's proven to be profitable for one that we don't know what is going to happen.

I know that there has been a lot of people who say that all the retirees object and seem to be wealthy and old. I am not old. I am not retiring, and obviously I am not white.

So I ask this be reviewed and that the action -- that the action that is taken will definitely go forth in the commission to find (A) A plan supported by the community and (B) That it brings an economic revitalization and protects our environment.

Like I said, I don't envy you at all.

Thank you for the time.

COLONEL McSHANE: Next name is Mercedes Sellek.

000131 MERCEDES SELLEK: Good afternoon, Colonel. Thank you for the opportunity to speak again.

I won't burden the record with repeat remarks. I wanted to address a couple of other issues that I've been hearing people speak on.

The first issue I'd like to address is the no bid win of the proposed developer for the airport proposal, HABDI.

Something that people may not know is that the County brought in over forty different development firms from around the world, that were aviation experts and managers in airports, paraded them through Homestead Air Force Base after Hurricane Andrew destroyed it.

When the federal government began discussion with the County as a proposed conveyance to the County, and all the companies said, "We'll be happy to do it. Give us the money."

We said, "You put in the money and we lease it back to you and we work it out that way."

All the companies said: No.

We ended up with two proposals, Grace Group and Homestead Air Force Developer Group, Inc. proposal. The HABDI proposal was the adopted proposal. The numbers that they proposed were viable, and that was the alternative that was chosen by the commission in a public setting, in a public hearing and by a public vote.

With concern to the environmental impacts that we've addressed, water quality is improved by the

Surface Water Management Plan. It's improved by twenty-eight percent, it decreases discharged directly into the bay.

If you look at the Collier/Hoover plan, you see thousands of canals with no potential on-site storage. So you have run off and mitigation issues that aren't being addressed.

With respect to the air quality, the proposed action pursuant to the SEIS shows there will only be .6 increase in air emission which would exceed federal levels.

I would propose that the proposed action is a viable plan with mitigation alternatives in place and it would be the better alternative than the Collier/Hoover plan which continuous changes at a whim of the people and does not proffer something tangible that can be reviewed and discussed.

Thank you.

000132 KAREN SALES: My name is Karen Sales. I just had to comment on the Collier/Hoover plan. I've heard a few people that have supported it, apart from the fact that the SEIS reported that it is the least job intensive alternative. That's a quote, least job intensive alternative.

The Colliers say they are going to pay or

swap the mineral rights for the land, yet the value of the mineral rights seem to be questionable.

In 1998 the Collier draft had some land and retained the mineral rights. The mineral rights were of no concern to the government, because oil drilling is too regulated and the mineral rights were of little value.

Why give away the land to the Collier family to own outright? Why not leave the land to have the County of Miami-Dade own it. The land is ours. We want very control over the property. The County will own the land and we have to abide by the rules.

Let's not give the land away to the Colliers who in the past have threatened to start drilling oil without caring for the environment.

Thank you.

COLONEL McSHANE: Jamie Brown.

000133 JAMIE BROWN: Good afternoon. I also want to address a couple of issues that have been impressed upon me as I've been listening to testimony specifically today.

Just a word of advise for those who are trying to make an argument with a straight face that the area around Homestead is not in need of economic development. That's a futile argument to make. You

are not going to be able to.

The poverty rate here in Homestead, thirty percent of the people live below the poverty level, Florida City thirty-seven percent.

Last year the federal government made the Homestead area part of a Federal Empowerment Zone. That's not done to an area that's on the rise and it's not in need of a major hand.

Also, last year Andrew Cuomo gave a speech in April to talk about the few remaining pockets of poverty that have been left behind in this wonderful economy. One of the specific areas that he cited was South Dade, the Homestead/Florida City area.

This is a federally acknowledged problem and no facts can be used to dispute that. It's impossible.

The other thing that I wanted to mention is that the Collier plan, which is really a lot of smoke and mirrors, has some significant problems for this county and its citizens. If this land is given to the Colliers, they have no obligation to do squat with it. They can bank the land and those problems that the community is facing will remain unresolved. That's something that needs to be taken seriously by everybody in this county and the leadership.

The other thing, even in a best case scenario, that they did put some kind of proposal in there, the jobs that it will provide are so significantly reduced in number and quality from the airport proposal. The Collier proposal at its best case scenario, in full build out, would provide twenty-four thousand fewer jobs than the airport.

That's being fairly optimistic. The types of jobs you get are basically caddies and other types of jobs that we get if we build a park.

We have significantly fewer earnings with those jobs. Under the airport proposal you have more than one billion dollars in new earnings. The Collier proposal would provide six hundred million dollars less, only three hundred million dollars at full build out, with best case scenario, being optimistic, the need for a mobile home park and a third golf course out there.

I want you to focus on the facts that are in the SEIS about what kind of jobs and opportunities we would get with a proposal like that.

Thank you.

COLONEL McSHANE: Ignacio Sanchez.

000134 IGNACIO SANCHEZ: Good afternoon. My name is Ignacio Sanchez. I also would like to address a

little bit about the Collier proposal, and I call it proposal because that is all it is. It is not a legitimate plan.

If you look at the back of the room, at the nice poster boards, all we see are an artist's renditions. This are no plan there. It changes weekly.

I was speaking to the architect beforehand and he has no idea how they are going to develop that. In fact, three weeks ago they didn't know the Hoovers were going to be a part of the process.

As you engage in the process of making a determination, you have to determine whether any of these are serious or not. There is nothing serious about this proposal.

Number 2, as I stated before, the golf courses, we have plenty of golf courses in South Florida and particularly in this area.

I have great concern with respect to the Collier plan. That plan is filled with drenching millions of tons of soil that are going to be moved, but there is no mention of what they are going to do with it.

If the citizens of South Dade are worried about Mount Trashmore, as we call it, they ought to be

worried about where that soil is going to go and in what state it will be in.

In fact, I project within four or five years or so its impossible to build. We can't build these canals and therefore now that we own it a fee simple title, now that MIA is at capacity, they will hold this county up for ransom in order to set that property up as a commercial airport.

I challenge every one to look at that plan and tell me it doesn't look like an airport. If you lay over on it asphalt, if you take the canals, the airport is set up in a way that has the hotels off of the runway, the golf course area and Avis and Hertz rental parking lot.

The Colliers have gone to eight different communities and tried to pull off this kind of land swap. All eight communities have said: We are not interested in your bag of beads. That is what they are trying to pull off with Dade County.

They've been rebuffed in all eight communities and they should be rebuffed here also.

Thank you.

COLONEL McSHANE: Salomon Esquenazi.

000135 SALOMON ESQUENAZI: Good afternoon, Colonel. My name is Salomon Esquenazi. We've heard several

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people say that they want the Collier proposal because that is an alternative to the airport plan.

Whenever I hear the Collier plan, I can only think of two things, golf courses and RV park. In fact, out of the six hundred eighty acres that the Collier proposal wishes to exchange for this so called mineral rights, whatever that is, three hundred eighty-three acres equates to fifty-six percent of the land that is subjected to these proposed transfers will be used exactly for that golf course and RV park.

Now, I am not an abet golf player. From time to time I play golf. In the golf courses there is a golf shop. There are one or two people that are administrative. Sometimes they have golf caddies and the rest is staff that takes care of the premises, gardening and such. That's it.

The other side is the RV park. Again, you only have a couple of administrative people and the rest is maintenance. That is it. There is no employment there.

According to the SEIS, the Collier plan is estimated to be the least job intensive alternative out of all the plans. It is estimated that the Collier plan will generate fourteen thousand jobs.

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That's twenty-four thousand jobs less than the airport proposal. That is also estimated to generate three hundred and fifty million dollars in revenue, which again is at least six hundred fifty million dollars less than the airport's proposal.

And even then, whatever jobs are in fact generated by the Collier proposal, those jobs are going to be low paying jobs, caddies, administrative people, et cetera.

You know, I've been listening very carefully to our community last night. I heard people repeatedly talk about jobs. Again today you hear people talking about jobs. This community needs jobs and more jobs.

It is therefore my opinion that the Collier plan will simply not generate the number and the kinds of jobs that this community is seeking. For that reason I urge you to transfer the base back to Miami-Dade County.

Thank you.

000136 HOWARD BEHAR: Good afternoon, and thank you.

My name is Howard Behar. I am a resident of Miami-Dade County. The Colliers have an absolutely incredible history of attempting to take away from

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cities real estate and developments all over the country.

The Colliers have continuously used their mineral rights in Big Cypress Preserve as a type of currency in order to obtain land from the federal government, but in actuality there is a big question as to what these mineral rights are worth. In actuality it is worth nothing.

I challenge a single environmentalist in this group or anybody for that matter who would permit oil drilling in Big Cypress Preserve today or even to tomorrow. Its absolutely unquestionable. It cannot happen and should not happen.

To the Collier, in actuality they are getting land, sixteen hundred acres, for the price of zero, nothing. That's wrong. That should not happen.

However, their attempt to use this as currency is not new for any developing company in the United States. They attempted to obtain the naval base in Orlando. The people in Orlando absolutely rejected this as a means to take away from the people of Orlando and hand it over to a private developer.

It happened in San Diego, in Orange County, the same thing. Let's swap the mineral rights, worth

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nothing, and take the property from the people of San Diego. The people of San Diego said, no, it's ours. It should go to us.

In each situation rather than the development company going to the local population, they attempt to take the land in fee simple, and then the first thing they do is go to Washington, then go back to the local population. Again, that's wrong.

Finally, let me state that the Colliers have made an application to drill eight hundred twenty-five square miles in Big Cypress Preserve. This is going to affect federally protected wilderness areas that are inhabited by Bald Eagles and Florida panthers.

I'd like to pose a question right now. Who is really looking out for the environment right now?

Thank you.

000137 BRUCE DRUM: My name is Bruce Drum, with the Dade County Aviation Department.

I'd just like to make a few observations and give you some more aviation insight.

From what I heard today, again, as I said last night, I support the process. This is a difficult issue for our community and we as aviation professionals will do our job no matter what happens, but let me add some professional aviation perspective,

if I may.

First of all, the figures on the types of aircrafts and the numbers are estimates. They were put together by a development staff about three or four years ago in preparation of making a proposal to develop this airport.

The industry is rapidly changing. It has changed significantly in the last six months with the requirement of Stage 3 as of January 1st, as Dellapa said this morning.

Further enhancement will happen around 2004 and 2005, and most of the aircrafts flying in Miami International will be at the brand new Stage 3. Some of the aircrafts now are 727s, but they will be replaced by brand new 737s and 820s.

The type of airline that will go into Homestead is a little bit different -- it is a personal opinion -- than what we originally saw two, three, four years ago.

Its been portrayed here that this is a cargo airport. That's not going to happen in my professional opinion. Folks, you don't move cargo from the infrastructure around Miami and move it, lock, stock and barrel overnight to an airport.

An airport such as Homestead has been

proposed as a reliever airport, satellite airport, and I think you have a blueprint for what happens to satellite airports in California.

LAX is a big airport, and there are five satellite airports. That's the type of airport where you leave our home and catch a flight to a neighboring city using a lear jet or 737.

Cargo in our proposal four years ago was a very small portion. So its very inadequate to name this a cargo airport. This is not a cargo airport simply. Please keep that in mind.

One last comment, and one other point I want to make before my time is up, there is no tax payers money involved. This is coming from user fees that are generated from the airlines and, yes, we are in consultation with the airlines. They do play a part in this.

Who will come to Homestead? It will probably be some of your low cost carriers, because Homestead represents the low cost entry point in the future when the need is there.

My last thought is: No one is really talking about fifteen, twenty years, twenty-five years down the road, where are we going to put the airplanes, because we are the ones that get on airplanes. We are

the ones that have relatives and get on airplanes. We are the ones that demand commerce. We are the problem, but I don't see anybody solving a capacity issue and that is a big part of this equation.

000138 JONATHAN ULLMAN: Good afternoon. My name is Jonathan Ullman. I am the South Florida Everglades Representative for National Sierra Club. We are the oldest and largest grass root environmental organization, about six hundred thousand members nationwide, and about three thousand members in Miami-Dade and Monroe County.

This is a big issue. This is an important issue. This is an issue that if you make the wrong decision, there is no turning back. It is gone.

I want you to think about the video that you saw today. As I was looking at that video, and we were laughing, but what were we laughing about? We were laughing at the comical nature of this entire situation that we are put into.

We have two national parks that are enjoyed by the American people, not just by the American people, but people worldwide. We are contemplating putting a commercial airport within a mile and a half of one of the parks and eight and a half miles from the other park.

The first park being Biscayne National Park, an outstanding Florida water and the only national park in the continental United States.

The second is Everglades National Park, which we are about to embark on a 7.8 billion dollar restoration plan, because the environment is messed up and we need to fix it.

So now you are saying you are going to consider allowing Miami-Dade County, which we already established has quite a few problems in its other airport, Miami International, in terms of scandal. Every single day there is another scandal story coming out of Miami International. We are going to allow this county to sell out those national parks and we are going to have to explain when there are visitors who try to enjoy those national parks, that we allowed Miami-Dade County to do this.

That's not going to happen. We are going to be heard. Bruce Babet and Carol Browner say that this would be devastating. They do not want to see it here.

The Sierra Club is going to tell the rest of the country. We are launching a national campaign to tell the rest of the country what is going on down here, and they won't be amused. They won't find it

comical, and I want to thank you and I'll talk to you later.

Thank you.

COLONEL McSHANE: I've gone through all of the cards that were presented to me today. Let me go back and see if any of the folks who signed up today have returned.

000139 BILL McHUGH: I am Bill McHugh. I am here to vote for preventation of the airport. I am an ex-FAA employee. I retired some ten years ago and established a consulting firm for aviation consultants.

While I was with the FAA, I was their expert on their port compliance as well as seaport certification inspection. I was also in Chicago at the Miami Port District Office.

I participated for the FAA in the transfer of two surplus properties, one in Detroit Metro in 1990 and the "Bacalar" Air Force Base at Columbus, Indianapolis. That was a successful general aviation airport.

Here in Miami there is a large demand for aviation services and there are few facilities remaining that can handle that demand.

Under the Homestead Air Force base there is

a facility that is there. The infrastructure is there to handle it and is available to be used for that purpose.

The statistics are here in the back, as well as the SEIS to show there is a need for this facility and if this facility no good for an airport sooner or later you are going to have to develop a facility for it.

Based upon the track record in the last twenty years as far as development of a new airport in this area, there has been no new airport done other than the training airport out in the Everglades.

You are going to have to do something about it and this appears to be one of the best ways to get a remedy to the aviation demand that you have in this area.

Thank you.

COLONEL McSHANE: That's all the folks that signed up today. Is there anybody here that signed up last night that did not get to speak and was not here earlier when I called all the names? Apparently not.

I am going to take the folks who signed up today but didn't show for this session and add them to the back of the stack and I'll call their names one time tonight when we get started.

Any further public comments for this session? You may add a few comments if you wish, Mr. Groh.

000140 DONALD GROH: My name is Donald Groh and I spoke a little while ago. The three minutes wasn't long enough to get across what I would like to say.

One of the things is the employment situation down in South Dade. A lot of people don't have jobs down there. They drive to Broward County every day. They drive to Key Largo. They have to drive one or two hours to go to work. That's ridiculous. We need jobs down here.

I was a contractor by trade. After the Hurricane we rebuilt dozens of properties. I used to have over a dozen workers working for me down here. There is no building going on down in South Dade right now, not enough to warrant -- to sustain the contracting business and revitalizing the Air Force base and having an economic engine that's going to bring prosperity down to the South Dade people who will be able to work and live down in South Dade where we enjoy life down here.

That's the reason I still live in South Dade, because we love it down here, and I don't believe that the airport is going to deter from the

quality of life that we now have down in South Dade. I believe that we can work together and make this airport safe to the environment with the technology today and also benefit from the economic point of having anyone down here.

I just want to say thank you again for letting me have a few more minutes for my position.

COLONEL McSHANE: Thank you.

I want to thank everyone who came here for your comments and for participating in this public hearing. Your comments will be extremely helpful to the Air Force and other agencies in preparing the final SEIS.

As we close here, I do want to remind you that if you didn't comment or if you decided you have more to say, you may write your comments down and leave them here with the staff or you can mail them in later on. Just make sure they are mailed no later than March 7, so they can be addressed in the final SEIS.

Thank you again for attending this public hearing. This hearing is adjourned at 3:35 p.m.

CERTIFICATE

STATE OF FLORIDA)
) SS:
COUNTY OF DADE)

I, NIEVES SANCHEZ, Shorthand Reporter and Notary Public in and for the State of Florida at Large, hereby certify that the foregoing pages, numbered from 1 to 116, inclusive, are a true and correct transcription of the stenographic notes of the proceedings had and testimony taken in the foregoing case, at the time and place hereinabove set forth.

I further certify that I am not of counsel, I am not related to nor employed by an attorney to this suit, nor interested in the outcome thereof.

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Dated at Miami, Dade County, Florida, this 18th day of February 2000.

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WEST PALM BEACH

Transcript of Public Hearing

February 2, 2000
7:00 p.m.–11:00 p.m.

Signature Gardens
12725 SW 122nd Avenue
Kendall, Florida

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PUBLIC HEARING

ON

DRAFT SUPPLEMENTAL ENVIRONMENTAL

IMPACT STATEMENT

DISPOSAL OF PORTIONS OF THE FORMER

HOMESTEAD AIR FORCE BASE, FLORIDA

ORIGINAL

Wednesday, February 2, 2000
7:00 p.m. - 11:00 p.m.
Signature Gardens
12725 S.W. 122nd Avenue
Miami, Florida

Thereupon, the following Public Hearing was held before CHIEF TRIAL JUDGE MICHAEL B. McSHANE.

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(Thereupon, for persons wishing to state their opinions before the commencement of the Public Hearing, the following private sessions were held:)

000141 ANTONIO V. CAULA: I'm Antonio V. Caula and I'm director of the Latin Builders Association and I'm the regional president for Banco Popular, South Florida Region.

I do quite a bit of traveling and find there is a tremendous need for an addition airport. I urge those that have not read the study that was made to read it where it shows that it will improve the quality of life by twenty-eight percent and will not do major harm to the environment. So I'm basically here just to show my support on behalf of that.

Most Metropolitan areas around the U.S. have the advantage of having a second airport and why shouldn't we have one.

000142 MARTHA C. SEOANE: My name is Martha C. Seoane and I'll start out by saying that I'm for the Homestead Airport. I think it's

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a very good project. I think it will enhance the community and create many jobs.

I'm definitely opposed to the Collier-Hoover project because I think that really will not bring any jobs to the community. It's not what this area needs.

I live by the Miami International Airport. I see on a daily basis how congested it is, how overpriceed all the fees are in the airport. We definitely need something to relieve the Miami International Airport. I think this is an excellent way to to do so.

I wish the president and vice-president would keep their promise as to helping us out with that, to fulfill that project. Basically, that's about it.

000143 CARL GOMEZ: My name is Carl Gomez. The only thing I want to say, the people who want to take the airport away, that money, don't stay in Dade County, they go outside.

So I want the airport because we need a job. We got a lot of people in here without job. And I don't want anybody taking

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the money out of here to another place.

000144 CATHARINA BERNABEI: My name is Catharina Bernabei and I'm a teacher for twenty-five years and I'm against having an airport so close to Everglades National Park. It will be destructive to the habitat and to the animal life there and to the plant life.

I believe having an airport of such a major proportion, which it is going to be a big airport, will encroach on life and will mean in the long run, the end of the park. I believe biologists have said that the birds and other species will be disturbed in the pattern of mating and way of life.

Right to this day, we see Ibis already roaming the streets of Miami due to lack of habitat. And I'm also afraid not only of the noise level, but of pollution coming from the airplanes. Also, more people will begin to live there and development will encroach on the park. It's a real danger.

The Everglades are unique in the world. We need to be conscientious about what we leave behind for generations to come.

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There are more appropriate uses which would respect our national parks, especially the Everglades; such as, recreational facilities, to use the Homestead Air Force Base as a means for tourism. Florida thrives on tourism, eco-tourism. And it should be feasible to find an economic alternative for the people of Homestead, living in harmony with our surroundings, which is the environment.

We must protect the Everglades at all means. As a teacher, I try to instill awareness in the students of the beauty of what we have here in Florida. Again, I can't stress enough how unique it is. It is a world heritage site.

I feel really strongly about this. If people say the noise level of having a huge airplane flying over the Everglades every two seconds means nothing, just imagine if we were in a bedroom with our boyfriend or husband and there was an airplane taking off every two seconds. How would that change our pattern of life together in a marriage or whatever?

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So the birds and the mammals and the reptiles have no defense. They cannot speak for themselves. We are the keepers of the parks and all the inhabitants of the parks and we need to speak out for them and to leave this beautiful land as a heritage for generations to come.

If we are selfish and we just think about getting richer and have more developers build homes and an airport and construction going on, those are riches that are temporary. And our parks are priceless. There is no price to place on the Everglades. Thank-you.

000145 LAURA HARDY: My name is Laura Hardy and I'm here tonight to express my disappointment in the plan to turn the turn the land down there into an airport.

I'm concerned about all of the issues of the environment and wildlife, birds and noise level, especially the planes flying overhead. And I think the opposing plan is an excellent plan, it will bring a lot of jobs and revenue into the area.

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I know there are a lot of people here tonight to show their opinions against the alternative plan because they see thirty-eight thousand jobs coming in for the airport. I think there would be a whole lot more jobs coming in from what I read from the proposal of this other group, the Collier-Hoover group.

It seems to me there will be a lot better usage of the land. They'll make it into an aquarium and parks and campgrounds, hotels and things of that nature. And I would like to see it preserved for my children and their children. And that's it.

000146 JOHN NIEHE: My name is John Niehe and I'm a concerned citizen. I believe national parks are created for the preservation and enjoyment of our natural surroundings, the plants and animals, and never to be disturbed.

A commercial airport between two national parks and the Florida Keys Marine Sanctuary does not seem to make much sense. I believe that a commerical airport will

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pollute both air and the water and basically create a lot of noise pollution.

Additionally, an estimated two to three aircraft accidents a year caused by collisions with birds concerns me. Turkey Point Nuclear Power Plant is within six miles of Homestead Air Force base.

As we all know, environmentalists have pledged they will put this into years of litigation before an airport could even be considered. In addition, the jobs at this airport, if it ever came to be, would not be for residents of Homestead as they would have you believe.

There are many unemployed air traffic controllers, flight-line mechanics and members of the Teamster Union which would be brought in to truck all of this cargo.

An alternative plan, the Collier-Hoover plan, is both economically and environmentally friendly and currently has the support of many of the environmental groups. This will allow good results and jobs much faster as needed in the Homestead-Florida City area.

Both the Collier and Hoover organizations have track records which are easy to verify. And I believe that this line of thinking, the eco-tourism in this location, makes a lot of sense, just north of the Florida Keys and just south of Miami. That's it.

000147 R. W. HAYES: My name is R. W. Hayes and I'm a resident of South Dade County and a native Floridan. I was stationed at Homestead Air Force Base for a time. I think that an airport at this location would be an ecological diaster for South Dade County. I believe that the history of the base itself and the concurrent problems that it encountered, some of which are still there, pollution, ecological problems, is evidence for the future.

Between two national parks, as it is, the best use of the land would be for a public and private park area, private enterprise to flourish with recreational facilities and water activities and activities that are compatible with the

ambiance of the area.

I think through that device, many jobs can be created of a compatible nature than could be for an airport. I also think that anyone who lives adjacent to other airports in South Florida, such as Tamiami Airport and the Miami International Airport and the airports that are in Broward county, can testify to the problems that occur.

I feel that this is our only chance to save this part of Florida. And I think we have to be forward-thinking for future generations as a legacy to them.

000148 BOBETTE MAUCK: My name is Bobette Mauck and I'm going against having an airport. I think it should be left as the Air Reserve Base.

I'm against the additional air traffic between the two national parks. It would be detrimental to the environment. Having the airport, when you add the air traffic, they are going to want to kill the birds because they say the birds will get in the way of planes and cause a hazard. And we

need to leave open spaces for the birds' habitat, because if we keep concreting over everything, there's not going to be anything left for the animals.

000149 ADRIENE HOHENBERG: My name is Adriene Hohenberg and I'm a resident of Miami-Dade County, but more than anything, I'm a resident of the world. And as such, I'm very concerned about the future for all generations.

The proposed airport in the Everglades poses many problems for the future of the Everglades as well as our planet. The major problem will be borne by Florida, specifically South Florida, in that South Florida gets its fresh water supply from the viability of the Everglades.

An airport in the Everglades is not only contraindicated to the Everglades Restoration plan, but it will impede the hydrologic cycle and cause irreparable harm to the fresh water for South Florida.

Additionally, we are a World Heritage site and the Wetlands have been

given international importance under the RAMS international agreement, which should indicate and does indicate how critically important the Everglades are.

If you damage this fragile ecosystem, you will lose wading birds, whose populations are already seriously diminished, as well as migrating birds and other birds and amphibians, reptiles and mammals that are all crucial to the health and well-being of this ecosystem.

The Everglades is unique. There is nowhere else in the world like it. Please, if you value the future for all of us, your children and your grandchildren, do not allow this airport to be built in our precious land.

000150 IRENE MURRAY: My name is Irene Murray. I would like to be on the record that having five generations of military, I feel strongly about the military and do not like the idea of a reliever airport.

I lived in Coral Gables under the path of MIA for over a year. We moved

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because of the dirt and the noise. We moved to Homestead because it was quiet. We have a boat on the bay at one of the yacht clubs.

I'm a realtor broker and I have my own company, but an airport is going to be a second MIA in the south and I'm not sure that's what we need. I would like to see some other alternatives.

I like the idea of the aquarium and research park. And I would like to keep Biscayne Bay from degrading any further. I wish I could tell you something more scientifically, but I'm not a scientist.

000151 THERESA BRIDGES: My name is Theresa Bridges. I would like to speak on behalf of the Mixed Use Alternative for the former Homestead Air Force Base. I believe the property can economically benefit South Florida through the mixture and not damage the environmentally-sensitive parks that are nearby.

I have a lot of experience in accounting and planning and I do not believe that the projections upon which the

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commerical airport proposal is based, are sound assumptions. I firmly believe that the commerical airport would not be successful economically and become an albatross and will not only damage the environment, but will not be financially beneficial to the community.

000152 ROSA QUINTANA: (Through Juan E. Gandara, Sr. professional interpreter) My name is Rosa Quintana. I'm in agreement for the airport project in Homestead. There is a definite need in order to obtain jobs.

My son is looking for employment. He works in Fort Lauderdale and I wish he could be closer. There is a need, definitely.

000153 DARCIE QUINTANA: My name is Darcie Quintana and I'm for the Homestead Airport. I feel that we do need more jobs and especially at a closer airport. I feel that it won't harm the environment or do anything to it. It won't have any effect on it. And once again, I'm for the Homestead Airport.

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000154 SALLY SEETOO: My name is Sally Seetoo. I'm not in favor of another airport in the area. I feel that it will add jobs to the economy, however, we do not want more people in Florida. It's already too crowded. There is no open space left. It's the most crowded city I have ever seen in my entire life.

I think that we need the open space and we need the few wild animals that may exist. And we need cleaner air than we have now. To add to air pollution would be serious because it's already bad in Miami. We just need to start somewhere to save whatever space is left. That's all I have to say.

000155 SAMUEL ORTEGA: (Through Juan E. Gandara, Sr., professional interpreter) My name is Samuel Ortega. I'm in agreement for the construction of the base because there is an opportunity for many jobs to be obtained and it helps towards the development of Miami and is a source of revenue for the city. It helps also with the

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trade towards Latin America. That's all.

000156 LONDON SPENCER: My name is London Spencer and I'm an environmentalist. I have deep concerns for the two national parks. I just had a fresh reminder of what can happen to the ecosystem with the crash in California. I would have deep concern that if we have an environmental disaster like that in either one of the national parks, that damage could be done.

I do work with hazardous material, I'm a specialist, and I just want to voice my concerns and reject this application for the use of a commerical airport at Homestead Air Force Base. I'm also worried about the sound pollution, the light pollution and how this will have an effect on the area.

I'm also very concerned about the traffic that will be added to Krome Avenue, which is the trucking route from that facility. I have concerns about the increased traffic. They want to have four lanes on Krome Avenue, opening up Krome and the Redlands to more development, endangering

the agricultural area.

(Thereupon, the private session was concluded.)

PUBLIC HEARING

7:00 p.m.

JUDGE COLONEL McSHANE: Before we get started, I have a couple of announcements. Please do not display any signs or banners from your seats, as you will be blocking someone else's view.

Also, if you have cell phones, I learned last night that just about everybody in the room seemed to have a cell phone and they all went off at least once during the night. If you have a cell phone, please turn off the ringer. You can have them vibrate or you can just turn them off and get your messages later. Don't interrupt the proceedings by having your phone ring.

I anticipate that we are going to end this evening at 11:00 o'clock, whether we are done with all of the speakers or not. I think that is late enough. We will try to keep moving along and hopefully everyone who signed up to speak, will get to speak before

11:00.

Speaking of that, if you signed up last night or this afternoon but did not get to speak and you want to speak tonight, you should tell the lady in the purple dress, who is sitting by the entrance doors at the rear right outside of the lobby and she will pull your card and you will be in the first group of people that are called on tonight.

I will make that announcement later on for other folks that wander in and didn't hear it now. We want to get those folks that stayed late last night to have the first opportunity to speak tonight.

Okay. That's all the announcements. We will move into the formal part of the program.

Welcome to this Public Hearing on the Draft Supplemental Environmental Impact Statement on the disposal of portions of the former Homestead Air Force Base.

I'm Colonel Mike McShane and I'm the Chief Trial Judge of the Air Force, stationed at Bolling Air Force Base in Washington, DC.

My normal duties include presiding over Air Force court-martials, but this week, I've been made available to preside over this series of five hearings which are being held in this area concerning the disposal and subsequent reuse of former Homestead Air Force Base property.

Just so you know, I have not been involved in the development of any of these proposals that are being considered, and my job is just to make sure that we have a fair and orderly hearing here tonight.

I want to thank you for taking time from your busy schedules to come here tonight for this public hearing. If you're interested in further information about the proposals, I hope you took time to visit with the technical staff prior to this portion of the hearing.

In preparing this Draft Supplemental Environmental Impact Statement, or Draft SEIS, which you will hear us refer to it as, it was the Air Force's goal to understand the environmental implications of deciding for what purpose and to whom to convey surplus

property at former Homestead Air Force Base.

The Draft SEIS examines reasonable ways in which the property might be developed, used, and the reasonably foreseeable environmental consequences of the alternatives.

At this time, I would like to introduce Major Mike Chipley of the Air Force Executive Issues Team. He is an engineer with a Ph.D. in civil engineering from the University of California.

Major Chipley will discuss the proposed action and alternatives and provide a short synopsis of the reuse issues. Since the overall purpose of these hearings is to obtain input from you on the contents of the Draft SEIS, the presentation will be short.

MAJOR CHIPLEY: Thank-you, Colonel McShane. I, too, would like to extend my thanks to all of you for taking time to provide your comments on the Draft SEIS.

For the past several years, we have been engaged in the process of completing the realignment and reuse of the former Homestead

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Air Force Base as required by the Defense Base Closure and Realignment Act.

The Air Force's primary goal in this process is to transfer the properties in a manner that supports local plans for economic revitalization of South Florida and protects Biscayne Bay and the nearby national parks. A disposal must also be compatible with continuing the existing military and law enforcement missions. The Air Force and Federal Aviation Administration, or FAA, are the designated lead agencies for the Draft SEIS.

The Air Force has decision-making responsibilities for the transfer of the property. The FAA has decision-making responsibilities for airport facilities.

There are three cooperating agencies. One cooperating agency is the National Park Service because it manages Biscayne National Park and Everglades National Park.

Another cooperating agency is the U.S. Fish and Wildlife Service because of its responsibilities to ensure threatened and

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endangered species are adequately considered and because of the proximity of Crocodile Lake National Wildlife Refuge.

And the third cooperating agency is the U.S. Environmental Protection Agency because of its regulatory responsibilities.

The contractor hired by the Air Force to actually conduct the analysis is Science Applications International Corporation, or SAIC for short. They have been supported by another contractor, Landrum and Brown, which performed the airport planning and noise analyses.

I would like to take a couple of minutes to update you on the SEIS process and what has occurred since the scoping period ended in July of 1998. More than 440 individuals, organizations and agencies provided written input during our 132 day scoping period. And 195 people spoke at our public scoping meetings.

The size and complexity of the Draft SEIS has grown substantially because of the number and diverse nature of issues and because of the many federal agencies, state

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and local governments, private organizations and concerned citizens involved.

Midway through the analysis, two mixed-use proposals were received which were incorporated into the analysis. We recognize that this has been a long process for everyone. We want you to know many other communities have also struggled through the base closure process.

Some former bases have been developed for aviation uses, others for non-aviation uses. The success of redevelopment depends upon the local community involvement and support.

The Draft SEIS examines a number of reuse alternatives for remaining surplus property at the former base. Ongoing reuse involving property that has already been transferred, like the Job Corps Center, the Dade County Homeless Trust, the regional park and other needed properties, would continue under any of the alternatives.

The alternatives underwent thorough and complex analyses of the environmental and economic impact that could potentially occur

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as a result of redevelopment. Fourteen topics were used as the basis for the analysis.

Public and agency concerns that were expressed at our scoping meetings identified important issues and helped focus our analysis. Those concerns have been incorporated throughout the Draft SEIS.

When the reuse planning process was initiated for Homestead Air Force, Miami-Dade County was designated as the local reuse authority to develop a reuse plan for the former base.

The county has proposed that the 1,632 acres of remaining surplus property at former Homestead Base be transferred to Miami-Dade County Aviation Department for development of a commerical airport.

This is the proposed action addressed in the Draft SEIS. The analysis of the proposed action included identifying and assessing new flight tracks that would be used at the commerical airport.

Airport operations, in general, are characteristically different than commerical

or residential land uses in the types of numbers of vehicles, equipment and people, and the resulting impact to the environment.

The main issues of the proposed action involve air pollution, storm water run-off and nose levels. Another alternative examined in the Draft SEIS is a commerical spaceport. The main issues with the commercial spaceport alternative involve the uncertainties related to the licensing process, safety and potential increase in noise.

Three approaches were examined for non-aviation uses, presented as the Mixed-Use Alternative, Market-driven development, The Collier Resources Company proposal, and the Hoover Environment Group plan.

The Mixed-Use alternatives could create higher intensity of use in a shorter period of time, but may have less environmental effects on the national parks.

The Draft SEIS also includes the No Action alternative, which means the property continues to belong to the government and reverts to caretaker status.

Under each alternative, the Air Force, Florida Air National Guard, and Customs Service continue to use the runway for their current military missions.

The Draft SEIS addresses each alternative in the context of future growth in South Florida and also takes into account potential cumulative impacts of other projects. It also includes some historical information where available.

Your views and comments on the Draft SEIS will be important as we work toward completing the Final SEIS. We are now about half-way through the 60-day public comment period.

We scheduled these hearings to provide you an opportunity to review the Draft SEIS and formulate comments you can give here today, and also to provide some time after these hearings so you can incorporate things you might learn here tonight, into written comments.

Whether you choose to comment today or to provide your comments in writing between now and March 7th, we look forward to

receiving your inputs and assisting us in completing the Final SEIS.

The Final SEIS, scheduled for completion in July, 2000, will include comments made at the public hearings or submitted in writing during the public comment period for the Draft SEIS, along with Air Force and FAA responses to your comments.

A decision on what action will be taken concerning the transfer of the disposal property will be made no earlier than thirty days after publication of the Final SEIS.

We will continue to distribute news releases and send newsletters to those on our mailing list throughout the final course of the SEIS process.

Anyone wishing to be added to the mailing list should complete an attendance card located at the registration table in the foyer and check the appropriate box on the card.

In summary, I would like to say that we do understand this is a complicated and often frustrating process. Let me reiterate that neither the Air Force nor FAA proposes

to directly develop the surplus property.

The Air Force's goal is to transfer the property in a manner that supports local plans for economic revitalization and protects Biscayne Bay and the nearby national parks. A disposal must also be compatible with continuing the existing military and law enforcement missions.

JUDGE COLONEL McSHANE: Thank-you, Major Chipley. Each of the proponents of the alternatives shall have the opportunity to describe their proposal and speak about it.

Miami-Dade County representatives of been given ten minutes to speak about their proposals. You may also have noticed that some of the other proponents, although they elected not to give a presentation, have materials available at the tables in the back of the room.

At this time, I would call on the representatives from Miami-Dade County to discuss their proposal.

GARY DALLAPA: Thank-you. Good evening. My name is Gary Dallapa and I'm the Aviation Director for Miami-Dade County. We operate Miami International Airport and five general airports here in Miami-Dade County.

I have a little over thirty years of service with the community and with Metro-Dade government. I would like to thank-you again for giving us the opportunity to present our recommendations for redevelopment of the former Air Force Base.

It's important for the panel to bear in mind that the aeronautic issues I'm addressing tonight are not just South Dade issues, not just Miami-Dade issues, but are for all of South Florida.

In previous testimony, you have heard from other elected officials on what the decision on reuse means to the continued prosperity of this county. History is on the side of aviation.

The South Florida community has a long-standing prominent position in aviation dating back to the first airline terminal in the United States. Continuing through foreign

trade. This community has come to rely on aviation as the underpinning of our local economy and the chief provider of jobs.

All is not well however. The current system of airports is taxed to the extremes of its limits and will prove unable to meet future market demands unless augmented by new aviation.

In support of this understanding, the airport has a display with documents and graphics on future aviation demand and our capacity to meet that demand. It's imperative that you understand that the inability to meet market demand, means loss of economic growth and seriously impacts our employment base and business community.

You may be aware of our efforts to accelerate the construction of a fourth runway at Miami Internationl Airport. That is the single most important element of the department's long-range development plan. However, this final plan to meet our capacity at Miami International will not be able to meet the air traffic forecast for beyond the year, 2015.

Our primary development strategy is to provide the facilities now as well as long-term demand. The critical element of this strategy is the flexibility to be able to react to future aviation growth that may be unforeseen today in stimulating foreign commerce growth.

Miami-Dade's most limiting capacity constraint today is the number of full service commerical runways available in our airport system to safely manage aircraft. MIA is currently at a point where no additional runway can be provided.

Numerous efforts in the last three decades to identify new sites in South Florida for a commerical aviation facility have proven fruitless. There are no other sites. Consequently, the most crucial issue confronting us today is a decision on the ultimate reuse plan for Homestead Air Force Base.

That decision will effect whether or not this community will be able to accomodate the tremendous world-wind growth in aviation that is forecast, a growth that we will be

unable to meet with MIA and our other airports alone.

For example, as we reported in the SEIS, Opa-locka has air space and environmental issues. From an aviation point of view, the conclusion is inescapeable, we need Homestead. The need for a long-term capacity demand will not come at the expense of environmental incompatibility.

One of the Aviation Department's objectives is to provide aviation to meet demands while ensuring a balance between environmental issues, quality of life and economic issues for Florida residents.

The SEIS shows there are no environmental impacts associated with the airport alternative. Commercial aircraft is found to be less intrusive on the Everglades than those resulting from the military presence.

Miami-Dade County is committed to ensuring that the plan and development of the commerical airport in done in an environmental manner. This is not just words. Miami-Dade Aviation has a track

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record of environmental responsibility. We've spent over one hundred and seventy million dollars since 1994 to address environmental issues. One of the main objectives of our current program is maintaining the environment not only of the air, but of the soil as well.

These are very real, very tangible statements to hear. The meaning is clear, that under the leadership of the County Commission and our County Manager, no one should fear the airport alternative. Miami-Dade Aviation is in full agreement with the activity proposed in the SEIS. The projected operations provide for future demands.

We believe that the airport is most compatible with the land use. Furthermore, advances in airplane and engine technology should be under consideration. We have commercial flight activity. This is evident in the mandatory conversion statement. This change was effective January 1, 2000. Another example of this type of technology change is increase in the use of flights of

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the major air carriers.

In conclusion, we are at the crossroads as to the future of aviation in South Florida. This is our only opportunity to preserve a valuable airport, regional aviation, and allow this county to grow and prosper. Thank-you.

RAMON RASCO: Good evening members of the panel, my name is Ramon Rasco. I represent the developer selected by the county to build an airport at the former Homestead Air Force Base.

We've been working with the developer six years now. I'm here to confrim that the developer is committed to building a clean and environmentally-safe airport.

This commitment was spelled out in the Chapter 288 process that was started here in Miami-Dade County that was reviewed by all of the county's permitting and environmental regulatory agencies and was approved by the County Commission and went to the South Florida Water Management in West Palm Beach and was approved there. It went from there

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to the Department of Community Affairs in Tallahassee and was approved there and then received unamimous approval by Governor Lawton Chiles and his cabinet.

This process resulted in tremendous environmental improvements for the base area business and its surroundings, including Biscayne Bay.

The same, however, cannot be said for the Collier proposal. They have not been before a single one of these bodies or agencies and their plan has not been reviewed by anyone of them.

All of the environmental safeguards that have been bought into the project by the Chapter 288 process have been agreed to by the developer and the developer hereby reaffirms its committment to its safeguards and to building an airport that will be compatible with our environment and community and national parks.

This project is an economic development opportunity for Dade County and particularly to the South Dade area where jobs are so badly needed and it will provde

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the necessary airport capacity for our community to remain at the forefront of international trade and commerce well into the 21st Century.

The lease that was granted, my client, after intensive scrutiny and public hearings, feels is a very fair lease and inclusive lease that provides equity contracting and work opportunities for all segments of our community.

It is a lease that will bring millions of dollars of revenues to Dade County, that will provide for billions of dollars of facilities to be built at the airport which will then revert to Dade County at the end of the lease and which will provide for state of the art facilities for E-commerce, aircraft maintenance and repairs and many opportunities that will provide good high-paying jobs for our community and for our children and grandchildren.

The developer is committed to making this project a win-win situation for this community with a clean high-tech environmentally safe airport that will be

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1 developed with all of the appropriate
2 mitigation measures implemented as the
3 project is built out in order to prevent
4 damage to our national parks and to our
5 environment.
6 In closing, I will say that the
7 project presents opportunity and
8 responsibility and is a tremendous
9 opportunity for good jobs, for economic
10 development and air transportation and it's
11 balanced with responsibility toward our parks
12 and our environment.
13 For these reasons, we urge the Air
14 Force to dispose of this surplus property
15 pursuant to the proposed action as spelled
16 out in the Draft SEIS. Thank-you, very much.
17
18 JUDGE COLONEL McSHANE: This
19 concludes a presentation of information about
20 the proposals. In a few minutes, we will
21 begin the public comment portion of the
22 hearing.
23 You will have several ways to
24 provide your comments. If you brought
25 written comments, please place them in the

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1 box on the comment table out in the lobby.
2 Written comments do carry the same weight as
3 oral comments, which are presented here at
4 the hearing.
5 If you want to write down your
6 comments while you're here, there are forms
7 on the comment table to do that. You can can
8 take a form home to complete and mail it back
9 to the address which is provided on the
10 comment form.
11 You can also write your comments in
12 your own format and mail them in. You do not
13 need to use the comment forms; they are only
14 provided for your convenience.
15 You will have the opportunity to
16 provide oral comments when I begin the public
17 comment portion of the hearing in just a
18 couple of minutes.
19 Let me tell you a few things about
20 the public comment period. I will say again,
21 I said when we started, if you signed up last
22 night or this afternoon, but did not get to
23 speak and you want to speak tonight, you need
24 to tell the lady in the purple dress outside
25 by the back entrance doors there and she will

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1 pull your cards and you will be the first
2 group of people that will speak tonight
3 After those folks have spoken, we
4 will hear from elected officials next and
5 then we will hear from those of you who have
6 submitted cards indicating that you wish to
7 speak tonight. I will call on you in the
8 order that the cards were submitted.
9 Anyone who has not yet filled out a
10 card and wants to speak, will be given an
11 opportunity to do that after the registered
12 speakers have made their comments.
13 Each individual or organization will
14 have three minutes to provide comments. You
15 may finish your sentence when your time is
16 up, but please don't take anymore time than
17 that. Please stop promptly so we can hear
18 from the maximum number of people.
19 Please refrain from applause or
20 clapping, as that takes time away from the
21 speakers. Please respect other peoples'
22 viewpoints and let them make their comments
23 without interruption.
24 Please clearly state your name and
25 the name of your organization, if any, that

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1 you're representing before you begin your
2 comments so that our court reporter can get
3 that down. The transcript that she prepares
4 will be the permanent record of this hearing
5 and will be published in the Final SEIS.
6 Please do not provide any personal
7 information in your comments if you do not
8 want to see it published in the Final SEIS.
9 It's very important that you use the
10 microphones there in the aisles so that the
11 reporter can hear you and get down your
12 comments.
13 The focus now is to listen to your
14 comments concerning the content of the Draft
15 SEIS. Preceding this presentation, you had
16 an opportunity to ask questions, one-on-one,
17 with the technical staff at the exhibits
18 there at the back of room and hopefully they
19 answered all your questions.
20 Any further questions that are asked
21 in the course of making your statements, will
22 be addressed in the Final SEIS rather than
23 answered tonight. So again, please focus
24 your comments on the Draft SEIS and the
25 analysis of the reuse options.

If you need to have your comments translated into English and did not indicate when you signed in, please let us know. If you make comments tonight and later decide that you have additional comments or know someone who is interested in the comment process but could not attend any of the meetings, written comments can be submitted until March 7, 2000. The mailing address can be found in all all of the available hand-outs.

At this point, I'm going to start with the individuals who signed up last night but we didn't get to them and who have indicated that they are here tonight.

Let me start with Hector Varela.

000157 HECTOR VARELA: Colonel McShane and distinguished members, my name is Hector Varela. I'm an elected member of West Kendale Community Council. I thank you very much for giving us an opportunity to appear before you. I join the commentary from last night of Mayor Wallace and especially of Mayor Steve Shiver, elected officials, who

know the Homestead area best and who are cognizant of the need for jobs in South Miami-Dade County, which in the last Labor Department statistics was ranked dead last in employment.

We remain approximately 33 percent above the U.S. rate of 4.1 unemployment. There are deep pockets of property in Miami-Dade County. The commerical airport solution is the most viable and produces the best paying jobs. It keeps Miami-Dade County as a prominent site for commerical aviation, which we are constantly being assailed by other cities and counties in the United States.

I would join Director Dellapa in his concern that we're going to be marketed right out of this market. This is not going to be a catch-as-catch-can type of development.

I sit on the appeals board and it's pretty tough to develop anything. We will get tougher and tougher. This is not going to ruin the environment. And by golly, we really do need the jobs. I hope that I didn't go over my time. Thank-you, Colonel

and distinguished panel.

JUDGE COLONEL McSHANE: I understand that a large number of folks are standing there in the back. There's a lot of chatter going on and it's distracting. Some of the folks in the back rows are unable to hear because you're talking like that. So please come in and sit down and listen to the speakers so that everybody has an opportunity to hear what is going on. Please don't be rude and distract other folks from hearing what is going on.

Next to speak will be Alan Farago.

000158 ALAN FARAGO: Thanks. Usually I don't need a mike to do this, but that's all right. First of all, my name is Alan Farago and I'm Conservation Chair for the Miami Sierra group.

I want to start by expressing our dismay at the conduct of the hearing last night with respect to the registration. We had a significant number of people who were unable to speak last night in opposition to

the commerical airport.

Just a couple of issues. First of all, thirty years ago, there was a proposal for a jet port in the Everglades. Miami-Dade County Aviation at the time said that the capacity of the Miami International was going to be exceeded and we needed the jet port in the Everglades then. That was thirty years ago.

We simply don't trust the officials that say with the additional fourth runway of Miami International, with changes in cargo and passenger freight loads, that a relief airport is needed at the present time.

With respect to the SEIS and the question of jobs, because jobs seem to be on everyone's mind here, 4.12 of the SEIS talks about jobs in the year 2005. Mixed-Use alternative will give approximately fifty-five hundred jobs as opposed to thirty-seven hundred jobs for the airport. I think people need to look at the SEIS a little more closer.

The earnings, in 2005, the SEIS under the Mixed-Use alternative, a hundred

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and sixty million in earnings, as opposed to a hundred and five million for the airport. So we encourage you, please, to look as the SEIS closely. If it was only about jobs and if people wanted jobs now, you would consider the Mixed-Use alternative.

There is also the issue about the cost of the SEIS, how excessive it has been. In 1996, the City of Seattle wasted six million dollars on an SEIS prepared by the same consulting group that prepared the technical aviation part of this SEIS. Numbers come and go.

There are some very complicated issues with respect to the SEIS. The issue of airports and compatibility with our national parks, some of them have to do with things like noise.

The FAA and the Department of Interior have been at war over noise measurements for decades. And we propose and we suggest to people who are really concerned about jobs, if you think that this Homestead commerical airport is going to resolve the question of jobs created in Homestead, we

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disagree strongly because we're talking about problems that have taken a long time to create and I honestly don't believe they're going to be resolved anytime soon.

So again, if you're interested in jobs, consider the Mixed-Use alternative.

A final point, we don't just represent Miami-Dade County county Airports are not compatible with national parks. Thank you very much

JUDGE COLONEL McSHANE: Next speaker will be Benoit Jonckheeve.

000159 BENOIT JONCKHEEVE: Thank-you. My name is Benoit Jonckheeve and I moved to Homestead in 1993. I was very surprised to see that you were very naive to believe information given to you about the plan of the airport, the belief that noise and pollution can be restrained and can be managed and it will be safe with so many airplanes flying near Turkey Point.

If some people thought about increasing jobs, increasing income for the

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community or the future, I would like you to open your eyes to the future. What will be the future for the next generation if you accept the construction of an airport and In twenty-five, thirty years, the noise, the traffic, the pollution, the construction, the factories and warehouses it will be creating in South Florida, in Homestead between Biscayne and the Everglades National Park.

They propose to expand the airport to two, three or four runways. We have to be against the project, to preserve the parks, to preserve the quality of life left. Honestly, with all of the studies and proposals that you have, you make a decision to expand a big airport to a bigger airport.

You'll let the next generation, repair and find solutions of mistakes you will make today by accepting the construction of an airport. And finally, I'm against it because it's already off limits.

Please, do not be a hypocrite, go and think further about the future. Please, there are other economical and safe projections for the base and for our

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community to be considered and to choose from. Renounce it before it's too late.

Ladies and gentlemen, be active. It's your voice against their noise. Thank-you.

JUDGE COLONEL McSHANE: Next speaker is Barry Patterson.

000160 BARRY PATTERSON: Good evening I'm Barry Patterson. I live in Key Largo in Monroe County. I'm a part of the audience that waited six hours last night to speak. A public meeting should have been held in the proposed impact area of the Upper Keys.

I'm representing the South Florida Chapter of the Earth Liberation Foundation. The conversion of the surplice of Homestead Air Force Base property to a commerical airport that abuts the Upper keys and that the proposed airport area is over a Florida designated area is of critical concern to us. We want to protect the Keys and not have the onslaught of commercial jet traffic.

The Florida Keys and South Florida is

a unique region with many endangered species. The Draft does not cover the question of living organisims, including humans. Will they survive in an unhealthy state with twenty-four hours a day of jet fuel droplets falling down from the clear South Florida skys?

The negative impact of a commercial airport between Biscayne and Everglades National Park and the Florida Keys National Marine Sanctuary and the Key Largo National Wild Life Preserve will be a disgrace to American residents and in direct conflict with the purposes of establishing these priceless national parks.

We strongly disagree with the Draft SEIS that a commercial airport is needed as an incentive to boast local economy and provide jobs. In fact, Homestead had a prosperous economy before Hurricane Andrew.

As we can see, Homestead is experiencing a boom in residential homes, construction and growth of business and of tourism. What I'm saying to you, folks, I'm saying people that want to work, are working.

With the local Homestead economy in good health, it's become obvious that an airport development is pushed by a few people and politicians addicted to greed at the expense of the environment and Homestead's quality of life.

Therefore, we support the non-action alternative in the Draft SEIS which states the Federal Government retain ownership of the remaining acreage at the former Homestead Air Force Base and do nothing with this environmentally-sensitive land. Thank-you.

JUDGE COLONEL McSHANE: Next speaker will be John Fortuin. Followed by Debra Flynn.

000161 JOHN FORTUIN: Hello, my name is John Fortuin. I'm a resident of North Miami. I came here today to speak out in opposition to the conclusion written up in the Supplemental Environmental Impact Statement that an airport is needed in South Dade and is compatible with our plants and protects the environment.

This SEIS, although it had import from environmental agencies, was actually written by aviation consultants. If I wanted to go see a doctor, I wouldn't go to an aviation consultant nor to a butcher. And that's what I think is going to happen to our environment.

If we take these aviation consultants' words on the environmental, it will be butchery to Biscayne National Park, in particular, and extremely damaging to Everglades National Park.

I come to Homestead all the time and partake in eating and drinking in its restaurants on my way to Biscane National Park where I go snorkling and out to the Everglades where I ride bikes and spend time in the wilderness and enjoy watching the birds.

Many of the birds are endangered and will be considered threats to aviation. In many airports, bird control policies have been instituted. At one point, Miami International had plans to have people shoot the birds. This was squashed by a majority

the Audubon Society, along with some other environmental groups.

We need to project the environment. The environment brings in tourists from all over the world. I recall meeting people on South Beach who flew from Sweden during the time that the government was shut down and the parks were shut down.

These people were tourists. They traveled across the world to visit our treasure, Everglades National Park, and they weren't allowed to. We can't degrade our parks. We must protect them. And by doing so, we protect the economy.

We have a much greater future of economic well-being in Homestead than all of Dade County. We must stop this airport. There are alternatives that can looked at. But this airport is bad news. It was borne out of corruption, political corruption that emanated from Dade County with lobbists and commissioners. And something that was borne out of such a corrupt beginning must be given a proper burial. Thank-you.

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JUDGE COLONEL McSHANE: Debra Flynn. Following Debra Flynn will be Acie Franklin.

000162 DEBRA FLYNN: My name is Debra Flynn. I live in the historic Bush region of Southwest 208 street. My son's father, Neale Foster, Army, E-4, died in Germany, April 6, 1990, from negligence from army doctors, and they admitted to it.

My respect for the military is zero. A fat nothing. I now stand before you to look you in the eye and say I have no respect for you. I have no respect for the military. I have no respect for you. Help me to restore my faith in the military to make the correct decision.

I'm a American, born in Jackson Memorial Hospital, Miami, Florida, 1957. I'm a South Dade County high school graduate. I'm one of the few natives. I've lived in South Dade most all of my life. A lot of people used to say this was paradise. I beg to differ.

President Clinton, in his State of the Union address, January 27, 2000, raised

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several issues, which I would like to comment on. Number one, people should have a chance to live their American dream. South Dade farmers have stood tall to feed our country during the winter months.

Please do not pollute our farmers with your fuel that's going to come down from those jets when they land at that airport.

Two, invest in farm land and conserve. The land under the flight paths are mostly farm land. How are you conserving farm land with a commerical airport which is sandwiched in between two national parks and farm land. How does the Federal Government intend on feeding this country during the winter months when jet fuel is discharged over our precious crops.

Three, open spaces. Instead of new development, open spaces. Open spaces do not need to be destroyed by pollution from discharged fuel or the existence of lights.

A commercial airport sandwiched between two national parks is not a gift to leave to our children or grandchildren or great-grandchildren. The gift we can give is

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a paradise which I enjoy leaving to my children.

Does anyone of you remember seeing the gleam in a child's eye when they catch their first kettle of fish or first lobster during mini-season. It will enable us to carry on our local tradition and bring back paradise. Protect our environment. Thank-you.

000163 ACIE FRANKLIN: My name is Acie Franklin and I'm from Naranja. Naranja is the location of Homestead Air Force Base. It's in our neighborhood. The reason it was named Homestead Air Force Base is because the nearest city to the base was Homestead. But the base is actually located in Naranja. That's our neighborhood.

In 1992 after Andrew hit, over six hundred million dollars was brought into Dade County and our community. We did not see one red cent. We don't believe in the jobs. We have no faith in this talk about jobs.

The biggest should I say endangered species of Dade County is truth. That's the

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endangered species. We have the Air Force's decision-making to select the group that's going to work with the community and Naranja employment. They're not saying what they're going to do, but I can guarantee in black and white what they're going to do. Thank-you.

JUDGE COLONEL McSHANE: Jill Patterson. Followed by Elizabeth Tyre.

000164 JILL PATTERSON: My name is Jill Patterson and I live in Key Largo. It's my year-round home and has been for almost twenty years. I work in the construction industry. At last night's meeting, some Miami-Dade officials seemed to be clearly stating that this is their local issue. So I ask, why is the flight path over the Keys, over Monroe County? Where are the references to Monroe County in the SEIS?

If a new commercial airport can fly airplanes without going over Key, Biscayne the Everglades or Key Largo with its five endangered species, and the Upper Keys, then I have no issue. But it can't be done.

The proposed commercial airport would impact us in the Keys. You did not give us an opportunity to be heard. We requested a public forum in the Keys.

This study has been described as state of the art. When I received my copy of this report and it made references to the City of Key Largo and descriptions of Islamarada being the largest development in Monroe County, both are glaring errors. And there was no reference to four or five endangered species in Key Largo.

As an environmental impact study, this hardly seemed worth reading. It's an inaccuracy of simple facts and admissions of endangered species.

We all know how eight long years ago Hurricane Andrew came. But people chose to move here even without the lure of the Air Force base and without the lure of a commerical airport.

I listened to many politicians last night with the promise of jobs with the new commerical airport, thirty-eight thousand promised jobs. But the truth is, neither the

Air Force or Miami Dade officials can guarantee jobs to anyone who lives here. Jobs will be filled by more people moving to South Florida.

Our economy is sound and it's easy to be fooled into thinking this way. We need to feed the population of the future and no point in having thirty-eight thousand high-paying jobs when there's no food being produced to put on the table. And don't count on the airplanes to bring produce in from other countries, they'll be too busy feeding their homes.

I heard no reference made at last night's meeting and the politicians didn't recognize that this district also stretches south as far as Key West. I saw no reference to Kendall in either volume of the SEIS. Thank you, very much.

JUDGE COLONEL McSHANE: Elizabeth Tyre. And the next speaker will be Jerry Klingbiel.

000165 ELIZABETH TYRE. Thank you, very much for letting me come up this evening. It was a very long wait last night. My name is Elizabeth Tyre. I live in Hartford Square, which is six hundred feet away from what used to be the military housing on the northside of the base.

I cannot tell you all of the stories that we had through the years after Andrew. But I can say that the Air Force and FAA and co-partners in the federal parks supported a revitalization and also had an obligation to protect our national parks.

I recently took two weeks to study the SEIS report and it does indeed contain an impact on Biscayne National Park. The environmental collition would have enough to file a lawsuit under the federal protection law of the endangered species listed on the USWS.

We need jobs desperately in South Dade. Page two, lines 31 through 36, the Mixed Alternative plan projected by Collier Resource Company is to be developed early and almost seventy percent complete by 2005.

That is almost a direct quote.

The Hoover Environmental Group offers to attract tourists from other parts of Dade County because of a world class aquarium that will be there. The mixed alternative plan envisions jobs that have to do with research, education, technical and professional careers.

I'm here to voice my opinion that the Collier plan would not only get us started sooner, but that we will have a hope of jobs and tourism in South Dade. Thank you.

000166 JERRY KLINGBIEL: Good evening, my name is Jerry Klingbiel. I'm on the Board of Directors of the Sierra Club, an organization who wants to impose its will for clean water and fresh air on the masses.

With that said, I have some great concerns about the sprawl that is going to be associated with the airport. The area surrounding the proposed airport is all environmentally-sensitive land, agriculture. It's some of the best soil that we have in Dade County, a very unique soil. You can dig

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in it without breaking your shoulder. The sprawl as we can see took place around Miami International airport and other airports is devastating.

I have attended council hearings where people complain about sprawl congestion. This airport in this location, if you look at it, I mean, there's no place for it to go.

The sprawl will just encompass all of Homestead. I'm sure that's what the land owners in Homestead have in mind, all of the property being sold and being turned over. So the sprawl associated with the airport is a definite concern.

Another concern I have that I heard people touch upon, is that we're going to have international flights flying in and out of this airport and have flights coming into the heart of our agricultural and environmentally-sensitive land.

As we have seen in the past few weeks, South Dade has been devastated by the citrus canker which came into Miami. We also have the med fly. We have all types of

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things that are going to be coming right into the heart of our agricultural area.

I don't know, what would you propose to do, put all of the planes in quarantine and quarantine trucks and see if they contain some type of substance and if they can do incredible damage. Our psychic skills are going to be brought into play. We'll have no cure for it. One of our oldest plants is gone because of this.

Another concern I have is that there is a nuclear power plant right at the end of one of the runways. And we say to ourselves, well, you know, that's very unlikely. But it would only take a suicidal pilot to crash into it. Thank you, very much.

JUDGE COLONEL McSHANE: Every time you clap, that's more time between now and 11:00 o'clock that you don't get to talk.

Ralph Pearson followed by Alice Motes.

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000167 RALPH PEARSON: Thank you. Colonel, distinguished members of the panel and citizens of South Florida, ladies and gentlemen, my name is Ralph Pearson. I'm the Director of the Center for the Homeless, 82 Arrow Drive, Southwest 125th Avenue, on already converted land, operated by the community partnership for the homeless, a non-for-profit corporation in wonderfully constructed buildings on beautifully landscaped property.

I would like to say that I'm first of all proud to be a native of Dade County, proud to have served my country as an officer in the United States Army and proud to have served this country as a a Circuit Judge. But most of up all, I'm proud to be a member of a community that has been first in this nation that first taxed itself to provide for the poorest of the poor, the homeless in our community.

I'm here as a representative of the Center to express our desire to continue to work with our neighbors, whoever they may be, and with South Dade on impact issues

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associated with the homelessness in Miami-Dade County and particularly South Miami-Dade County. Those issues include economic development and the provision of jobs and job training for local residents, which include the homeless.

And in order for us to do this, we have had to join forces with numerous partners who share our common interests, many of whom I'm sure will express their views. Our mission is to reduce homelessness in South Miami-Dade County and to be good neighbors.

We support this community in its effort to bring meaningful jobs to South Miami-Dade County, including the problem with the homeless as we move them from homelessness to home ownership and from joblessness to employment. We trust the Air Force with input from this forum will make the right decision. Thank you, sir.

000168 ALICE MOTES: Good evening. You'll have to pardon my nervousness. I would just like to take a few moments if I could. If the

1 airport is built with the flight
2 infrastructure their talking about, there
3 will be planes every five minutes and the
4 noise is incredible.
5 If you've ever been stuck in traffic
6 by MIA, you've experienced the constant
7 flights coming in and out. This traffic jam
8 is all indicative of the infrastructure which
9 often follows airports. That in and of
10 itself will destroy the character of
11 Homestead, which is a role model agricultural
12 area.
13 It's an example of encroachment of
14 development with its foot in the door, if you
15 will, which will just, like I say, destroy
16 the character of Homestead.
17 And I'm also concerned about the air
18 pollution and water pollution because all
19 jet fuel is a dirty with hydrocarbons which
20 just impacts everything with the fuel
21 discharge that everyone is talking about.
22 The ecosystem we have here, that's
23 another one of my concerns, major reef and
24 fisheries and such things as that. This
25 airport would be so close to a national park,

1 it will take one plane to crash and put the
2 fuel in the environment. Everything would be
3 dumped in the water. Especially the
4 hydrocarbons, they're tearing up the economy
5 and environment, which I find a lot of people
6 fail to make the connection between
7 environment and economic ramifications if we
8 destroy our water and our air and stuff like
9 that.
10 A lot of my friends, they don't have
11 the financial resources or the ability to get
12 the training required for a lot of these jobs
13 in the airport. And the SEIS, unfortunately,
14 does not take into consideration the
15 environmental impact of the jobs, that people
16 bring all of their families and of course the
17 development. Thank you. I apologize for my
18 wavering voice.
19
20 JUDGE COLONEL McSHANE: Next speaker
21 is Armando Pomar. Patty Rabin signed up on
22 the same card.
23
24 000169 ARMANDO POMAR: Good evening, ladies
25 and gentlemen, my name is Armando Pomar. I'm

1 the Florida State Director of Latin American
2 Citizens. We have over a hundred and fifty
3 thousand members in the state and we're the
4 oldest Hispanic organization in existence in
5 the United States of America. We started
6 this cause for civil rights in Texas in 1929.
7 Very briefly, we're supporting the
8 development of the airport. Like in Texas
9 where we supported the Anti-Defamation League
10 that was created, we're supporting the same
11 in Homestead.
12 We are Americans. Afro-Americans
13 and Hispanic Americans will be discriminated
14 economically if we do not support this
15 project. By the way, we do this under the
16 United States and North America Freedom of
17 Speech and we expect to go to Washington and
18 we're going to go directly to the President
19 of the United States.
20 One of the reasons, obviously, is the
21 economic reason, and furthermore,
22 thirty-eight thousand jobs. Thirty-eight
23 thousand jobs can make a big difference in
24 all of us here in this area of Miami.
25 Besides that, I've been here for

1 thirty years, and in thirty years we have not
2 been able to recover from all of this
3 economic disadvantage that we do have in this
4 county.
5 So it's not that we do not
6 appreciate our environment, we do love our
7 environment, but we're going to have a very
8 endangered species of Mexican Americans,
9 Cuban Americans and Afro-Americans and others
10 that are not going to be able to sustain
11 themselves. Thank you, very much.
12
13 000358 PATTY RABIN: I was here last night.
14 I had to leave because of my daughter,
15 Brielle. I'm a native Floridian and so is
16 she. I'm also a nursery owner in Homestead.
17 My husband and I are growers of
18 orchids and bromeliads and have been doing
19 this for twenty-five years. I respect very
20 much my environment. I've lived here all my
21 life. I've enjoyed Florida and Biscayne
22 National Park and Everglades National Park.
23 I'm against the airport for many
24 reasons. One is that I like to live in an
25 area that is a clean area. One of the

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gentleman that spoke earlier tonight regarding the issues of the citrus canker and the med fly, these are issues that people don't seem to realize how important they are to South Dade and our agricultural area.

South Dade is one of the largest in the United States for winter crops. The nursery industry has now become the third largest industry in the State of Florida. I don't know if anybody realizes that, but it's a very powerful industry for the State of Florida.

And if the citrus industry is being hurt, than they have to do something else. By putting the airport in South Dade, you're going to hurt the environment. The damage that the airplanes are going to do is going to be monumental.

I have a six-year old daughter. I know a lot of people down here tonight have children. This thing is not for now, it's for the future, it's for the future of our children.

There were a lot of people here last night that I knew and I recognized from South

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Dade that were pioneers of South Florida. : Those people are probably not going to be around in ten years, but they were here last night and we're here again tonight to stop this airport.

I'm just a regular person. I work very hard for a living. I'm living the American dream. And I know that there is an important issue about jobs, but there's also another issue, that if the Collier-Hoover plan does get accepted, there will be other jobs. There won't be thirty-eight thousand jobs, but there will be other jobs.

The most important thing that we can do is to protect our environment and let there be a future for our children, because our children are the future of this country, not just South Florida, not just South Dade, they are the future. Thank you.

JUDGE COLONEL McSHANE: The last speaker from last night and earlier today is Alice Pena.

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000170 ALICE PENA: My name is Alice Pena and I'm here today to support the Homestead commerical airport. We hear how lives are improved and about new technology in the future and good economic outlook.

We hear a lot these days about the prosperity we're all enjoying in America. We've far from it in this small community of Homestead. It's been eight years since Homestead suffered the worst devastation in history due to Hurricane Andrew.

Homestead Air Force Base was developed in the 30s. It had B47s, B52s, F100s. It had air traffic control facilities, freight terminals and everything that an Air Force base has.

A commercial airport is consistent with the historical land use. It will generate jobs and match the needs of Homestead and South Miami and our neighbors to the northeast and south.

Our employment figures lag behind the rest of the country. We lack services and infrastructure and our inner cities are in chaos. Here the land use is being

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preserved, but preservation and quality of life is meaningless if we don't preserve honor and dignity for mankind and do that with good decent jobs for hard working people.

JUDGE COLONEL McSHANE: I have three cards from elected officials. John Pettit is the first one. The next speaker after that will be Israel Andrews.

000171 JOHN PETTIT: How are you. I'm John Pettit with the Community Council. And that doesn't get me anywhere. I speaking as a realist. I just observe the obvious. I won't even go with the happy and healthy that was brought up. There's no guarantee of the environment or of income.

I was born and raised in Miami. Around Miami Airport there are three lakes. One got the name "Blue Lagoon" because it used to be blue. Now you can't put a boat in there. If you do, and I wouldn't anymore, if you have a white boat, it comes out with a big ring around it. And the water is not

blue at all. It used to be. I don't know why, but now it's brown.

And I just want to say, we don't need an airport here. There are many better alternatives. Thank you.

JUDGE COLONEL McSHANE: Israel J, Andrews. Is he here. If not, we'll move on to the next one. Jose Luis Diaz. Is he here. Moving on. Jorge Vigil.

000172 JORGE VIGIL: Good evening distinguished panalists, my name is Jorge Vigil. I've been a life-long resident of Miami-Dade County. I'm speaking now in favor of the proposed redevelopment of Homestead Air Base as an airport.

I hold this position for two main reasons. Number one, the alternative multi-use plan, the Collier-Hoover plan, will make the base a public place held by private interests beholding to other private interests and accountable to no one but themselves.

And number two, the new airport

would be adequate for the next ten years. And without a good site, all of Miami-Dade County will ultimately suffer. And last, but not least, it will create tens of thousands of jobs for the economic improvement of Homestead and South Dade.

The only negative drawback is, of course, the environment and the impact of an airport on Everglades National Park and Biscayne National Park. On this issue, the SEIS seems to be dispositive.

I'm not a biologist, not an expert, but in my opinion, the study done by SEIS reflects an unbias, objective analysis of the impact of a commerical airport upon the surroundings.

The environment is important, but so is economic development. It maximizes the benefit that is brought to economic development. According to the SEIS, it will not cause a significant adverse environmental impact.

Simply put, it will maximize economic development with a minimum of environmental impact. This in my opinion is

necessary for Dade County to prosper into the 21st century. Thank you, very much.

JUDGE COLONEL McSHANE: Next speaker is Bob Welsh.

000173 BOB WELSH: Thank you. The runway in Opa-locka is eight thousand feet long, one hundred and fifty feet wide. It will handle an L1011. It's not a thirty-mile drive to the middle of nowhere.

Please consider the environmental impact of thirty-eight thousand people driving say thirty miles south to Homestead versus say driving ten miles to Opa-locka.

I live in the approach pattern to MIA. The flights come in one every two minutes, but only during morning and evening rush hours. At Opa-locka, there are plenty of landing slots available during the off-peak hours. Thank you.

JUDGE COLONEL McSHANE: Next name is Pablo Ruiz. He will be followed by Luis Padron.

000174 PABLO RUIZ: Good evening and thank you. I do not pretend to comprehend all of the elements that cloud this issue. However, I know I would not like to turn Homestead Air Force Base into an airport. Unfortunately, there are many people who can't see the forest for the trees and are blind to the consequences which lie ahead.

To many, an airport is synonymous with jobs. I know many that don't agree with this. They fail to see or comprehend how an airport can improve the quality of life. We're told if you build it, jobs will come. They'll certainly come with a few at first, from Coral Gables and Miami and, yes, even from Hialeah. They will come so we are told.

But what we're not told is that when they leave each day, they'll take our money, our jobs, our businesses, our homes and quality of life with them.

This is not about jobs versus gators or trees nor is it about developer and environmental, this is about South Dade and the future of South Dade. It's about the residents of South Dade and their economy.

Elected officials sometimes forget who they work for. It would be the mayor who would stand to gain the most, along with his company. But Mr. Mayor, how would we handle what will follow long after you've gone? What will we say to those parents who will lose their children if a cargo plane should crash into Homestead Senior High? We must realize it's not a question of if it will happen, but a question of when it will happen.

How many sacrifices would this community have to endure so the rich of this county can become richer? Mr. Mayor, why aren't you here listening to the concerns of the people that you serve. It's time to remove the blindfold. It will not solve the problems in the community. It's a problem which this community should not be forced into.

Elected officials fail to listen to the people. Frankly, if this is the best plan you have for jump-starting the economy, you should spend your time visiting with Ellian. To have an airport in our community

will not provide jobs for the needy or increase the value of our property, it will congest our roads and degrade our quality of life by increasing noise and water pollution.

It will endanger the lives of our children and increase taxes and ultimately degrade the ability of our children to fish and play and just plain have fun. An airport in our community will destroy, not improve our neighborhood. Thank you.

000175 LUIS PADRON: It's important to recognize at these meetings, this is more than just a governmental body versus the environment, it's building companies who are prospering and making huge amounts of money.

The present officials have always given us an educational city, that does create a baseball team that's not a wasteball team The public does not want and doesn't have to have an airport. What is best for the land in question. The loyalty is to campaign contributions and mainly land developers.

Hialeah is a more effective version

of John Gotti and they spoke in favor of the airport last night. Did it strike anyone strange that the mayor of a city forty miles away should come down to Homestead to voice his opinion on this matter. Barely recognizable without his prison uniform, Mayor Martinez managed to speak before any resident of South Dade in order to give his blessings on an airport. Isn't that odd.

It is not Mayor Martinez and others who will make the ultimate decisions on this matter. I want to hear our local politicians.

These gentlemen do not understand the meaning of the word responsibility and these men are not to be trusted with the best interest of the public. In fact, they're the three stooges with their lack of management skills.

For the thirty-eight thousand jobs, how many of those jobs will be gone after the construction is finished. How many will pay $10 an hour. I remind those of you enchanted with that thought, eighty thousand in Miami are not working.

I urge the panelists to review the studies for the past two years, review the studies and make a comparison. Can they protect the environment and give us the quality of life they say they can. Thank you.

JUDGE COLONEL McSHANE: I apologize. Your card was misfiled. I know you were here earlier.

000176 SANDY JENSEN: My name is Sandy Jensen. I'm a native Miami. Do you have a video? Go ahead and play it, please.

(Thereupon, a video was shown)

A picture is worth a thousand words. Thank you.

JUDGE COLONEL McSHANE: Next speaker is Jonathan Goldman. Next will be Charles Monroe.

000177 JONATHAN GOLDMAN: I'm Jonathan Goldman. I'm an environmentalist and I just have a few things to say. If you look at the longitude on the airport, it's the same longitude that covers the ecosystem, the irrigation, which is a system that the Keys and South Florida needs. Without it, there would be a depletion of water as well as the quality of life of the endangered species.

Under the Act of 1973, it makes a provision for the protection of the environment and such birds as the Woodstock and the Capback and Seakite sparrow.

The Homestead airport would be directly over a South Florida ecological treasure and there are alternatives that can be found that support the Homestead economy.

We have to live with our decision much longer than you do. Please do not condemn South Florida by constructing Homestead Airport. Thank you.

000178 CHARLES MONROE: Good evening, I'm Charles Monroe. I can only represent myself. I believe that I'm environmentally sound in

that I can't understand how anyone could at all believe that producing an international airport 1.5 miles within a national park would cause no effect at all.

I understand that people in Homestead require economic structure and help, but I realize and I'm concerned that they will not get this from this airport.

I live in Miami Springs, which is an airport community. And I know when an airport comes, the neighborhood comes with it. The jobs that are spoken of over and over in these hearings are jobs that will go to skilled technicians and people who have been trained by the companies that intend to run this airport.

Administrators and mechanic technicians of all sorts will come to this county. In fact, the people of this county, if they can get work at the airport, will get minimum wage dead-end jobs, which is exactly what they're fighting against.

The people who are telling them that they will get these jobs happen to be the local government of Miami-Dade County and

that really doesn't surprise me. There is corruption in our town, believe it or not, and we cannot get rid of it with this lurking over our heads. We ask that you remove this threat, otherwise we will never be able to remove what infects our bodies and our souls.

These people are desperate, but desperate for a reason. Eight years ago a hurricane distroyed their economy. Why in eight years have they not been supported by the county. Why are they told it's the environmental facilities that you don't have jobs and you have no livelihood. Why is it that this is even happening at all.

They have the idea they're going to bring in this incredible major airport that gives everyone that needs a job, a job. They've told that to the people. This is a hallucination, it's a farce, they won't get the jobs.

What concerns me as much as damage to these national parks, is that these people have been chosen as an army to impose environmental elements on this issue that otherwise would be seen as commonsense.

Thank you.

JUDGE COLONEL McSHANE: James Marshall. To be followed by Sean Santani.

000179 JAMES MARSHALL: Good evening Colonel McShane and your staff. I appreciate you're giving me a chance to speak before you.

I'm retired from the United States Army and I'm a disabled veteran. I'm also president of the Richmond Heights Homeowners Association for the last six years. I would like to bring you up to date about the disruption of Homestead Air Force Base due to nature. If you go back in history since 1930, we had some hurricanes in this area. We had destruction, but we came back up with Homestead Air Force Base.

Now, let me tell you something here that would be tremendously important to the public. Homestead Air Base was a supply line for the Desert Storm War and Bosnia and Kozavo. They're doing it now. We don't want to let our guard down because we need to be a

nation of defense.

You know, in a nation like ours today, we have three things that we have to be very careful about; you have defense, you have humanity and support, and you have a staging ground just in case of war.

Ladies and gentlemen, there's still a communistic type of factor here in Dade County. We have had numerous scares. We're still in a war situation in Dade County and the United States.

I spent time in occupational Japan in 1949 with a scaled-down military force. We just got lucky to go into Korea in 1950 to fight the communists and to defeat them. And later on, I fought the communist Chinese, hand-to-hand.

Ladies and gentlemen, I'm a living example of history and I'm here to testify for all of the people and to make this a better country. I hope that the community goes back and reassess their values for the Homestead Airport so that we can have jobs and the economic system will be stable. The environment will also be protected because we

did it in the beginning. Thank you, very much.

JUDGE COLONEL McSHANE: Sean Santani. Moving on to Grant Livingston.

000180 GRANT LIVINGSTON: I'm got going to say too much, but I'm going to sing for you a little bit. You might know this from the original, "Leaving on a Jet Plane" written by John Denver. I don't think he would mind if we borrow it from him.

(Singing) There's the Everglades, a river of grass, Biscayne Bay, a sea of grass, they want to put an airport in between. Just a little airport so they say but little things have a way of getting bigger, you know what that means.

This airport is going to be another MIA you see, hold on now we've got to let them know, that we don't need no jet plane between The Keys and Everglades, this airport's got to go. All those promises we heard them make and all of those vows we

heard them take, I'll tell you now, they don't mean a thing.

Every place you go, there's an urban sprawl, stop it now before they take it all. Stop it now so we don't have to sing.

This airport is going to be another MIA you see, hold on now, we've got to let them know, that we don't need no jet planes between The Keys and Everglades. We don't need no jet planes between The Keys and Everglades. We don't need no jet planes between The Keys and Everglades. This airport's got to go.

JUDGE COLONEL McSHANE: Next speaker is Paul Schwiep.

000181 PAUL J. SCHWIEP: I was going to begin by saying the famous quote that silence is the only voice of our God, but that was some nice voices, too. I urge you to stop. Do not do this. Do not transfer the air base to Miami-Dade County. Miami-Dade County can't be trusted.

I want to begin by responding to

this speaker that began the presentation from the airport, Mr. Dallapa. I don't know if he's here any longer. With all due respect to him, I was just astounded to hear him praise Miami International Airport's environmental record, for we who live here know that Miami International Airport, which is run by the Miami-Dade County Aviation Department, is an environmental nightmare.

They've spent millions of dollars on environmental evaluation because they've been ordered to. They created the problems that they have. Moreover, economically, Miami International Airport is a cesspool of procedure broken every day. We read in our papers, one fiasco after another. They can't be trusted to run the airport.

I was also interested to hear the attorney who got up and made a presentation. One of the criticisms of the Collier plan was that they would turn over public property to a private entity.

What has happened here is an entity that received a private backdoor, no-bid deal swung by the lobbyists, many of the lobbyists

I've seen here today, and then given to a private company. Millions of dollars is at stake. We understand that. Millions of dollars that justifies the highest paying lobbyists, the silk-stocking lawyers, the best in the world. But I challenge them to disclose who owns the company, who is paying for these fees, who have they hired to run this campaign.

With respect to the SEIS, I would urge you to read the things that the SEIS discusses, the analyses that it makes. It doesn't square with the conclusions that it reaches.

Two hundred and thirty-one thousand flights a year, one hundred and five flights a day. A flight every three minutes. Two thousand to four thousand feet above the Visitors Center for the park. It just doesn't make sense.

It's not possible to have a Vistor's Center where the ground is rumbling under your feet by flights every three minutes. Three point nine million passengers annually. It just doesn't make sense and it's not

consistent with regards to jobs. Again, read the SEIS. Thank you, very much.

JUDGE COLONEL McSHANE: Next up is Sara Gomez and she needs a translator.

000182 SARA GOMEZ: (Through Juan E. Gandara, Sr., professional interpreter)

Good everying. My name is Sara Gomez and I'm going to be brief. I would like to say that I'm in agreement with the development of the airport in Homestead because of the new jobs, which would be beneficial for our community. Thank you, very much.

JUDGE COLONEL McSHANE: Andrew Delrio. To be followed by Mark Kraus. Do we have Andrew Delrio? Next is Mark Craus.

000183 MARK CRAUS: My name is Mark Craus. I represent the Audubon Society of Florida. I'm also a Dade County resident. I had originally wanted to speak to you about factual issues of SEIS, but there's one issue

I would like to bring up that I think needs to be brought to light.

When the lawyer discussed the planning process, the county process and all of the planning that went into the proposal, there was an implication that's all of the planning that can be done. What he failed to tell you, the entire process was thrown out by the state courts

Having said that, I would like to point out that the airport is heavy industrial. I've sat through several of these meetings now and I heard earlier that they were going to make a green airport? Heavy industrial and green, that's not normal. It can't be done.

So the Audubon Society of Florida is against the airport. We feel there are several other options that would be more appropriate for this site, Mixed-Use being high on our list. Although we support Mixed-Use, high-tech clean industry type of development, there are several things that still have to be considered with that type of development.

Number one, secondary and cumulative impacts have to be seriously considered. There needs to be equitable economic opportunities across the board. Economic opportunities must exist for all.

There must be good transportation planning. That site is remote. It has no rail. It has no good road infrastructure. And that has to be seriously considered.

I'm sorry, heavy industrial along Biscayne National Park is not eco-tourism. Infrastructure will cost and add billions of dollars of infrastructure costs to the residents of Dade County.

Open space has to be considered critical and must be considered. A year ago, there was a permit application that killed birds and now we're talking about a major airport. How many species are we going to destroy? I see my time is just about up. I would just like to make a statement that in South Florida, the environment is the economy, an airport is not the enconomy. Thank you.

000184 CONNIE WASHBURN: Good evening, I'm Connie Washburn. I'm a teacher in Dade County Public Schools and I was a founder of a childrens environmental group called Young Friends of the Everglades.

I'm here representing them tonight and with your permission, I would like them to stand and face the audience so you can see the boys and girls. Will you do that so they can see the children. Thank you.

I hope that many of them get a chance to speak. They have a lot of good, well thought out things to say, as many other people have said here tonight. They brought up many points that I'm not going to go over, but I would like to make a proposal. I guess it's because I'm a teacher.

When children say something is right, that they have the right answer, I ask them to prove it. If they says it's right for us to have this airport to create all of these so-called jobs, I would like them to virtually prove it.

I would them like to see one hour of time where fifty plus large planes fly over

the Howard Drive area, the Pinecrest area and Coral Reef area and down through Naranja into Homestead, take-off and land in a period of an hour and for us to virtually understand what that would really be like.

I heard someone say tonight that the SEIS found no evidence of pollution. Just today, one of the children in my class, I teach 4th grade, said even a ten-year old child can name the problems of the pollution from the airport. Thank you.

JUDGE COLONEL McSHANE: Shelby Reyes.

000185 SHELBY REYES: Hello, my name is Shelby Reyes. I'm in elementary school and I'm a member of Young Friends of the Everglades.

The Homestead Airforce base is no longer useable. I think that the best use of the land of the airport is a wetland aquarium or a golf course. And I'll explain why I think it should be built.

My first reason is, the wetland

aquarium is more educational. You can learn about different kinds of animals and wild life. My second reason is, since there is a closed aquarium, it is safe. Finally, the building will be environmentally safe when it rains.

There will be no air pollution coming into the building and the animals will be safe from harm and live peacefully. That's what I think should be built for the children. Thank you.

JUDGE COLONEL McSHANE: Jaime Reyes.

000186 JAIME REYES: My name is Jaime Reyes. I'm an official for South Florida Council 15, which is a local immigrant group. There are three issues I want to bring up. I'm not sure if they're part of the SEIS plan or not.

Number one is the community of South Dade for the last twenty-five years has been fighting a lot of environmental issues. When you look at this plan as a whole, you've got to look at it as it relates to what we have as environmental problems. And number one is

we have what we call a Mount Trashmore that's located in South Florida.

For three to five years, the community fought long and hard because there was some leaking that was going into the well water or underground water system.

The county convinced the Army Corps of Engineers and the Department of the Interior to agree to resolve that problem. It was a very expensive problem. That had to build a seventy-five foot trench to deal with that problem.

The second issue, there's an old South Dade land fill that sits next to Mount Trashmore. It's going to be at least a hundred and fifty to two hundred and fifty million dollars just to clean that up within the next fifteen to twenty years. It's in the county budget. If you get a chance, please look at it. There's going to be a lot of money spent to resolve that problem, hopefully resolve it.

The third issue, which I hope we have the county official come to our meeting, they're having problems with the sewer

ingestion wells that sit next to the land fill, which is adjacent to it.

And the EPA has already sided up with the county on it and told the county they will not permit any additional sewer injection wells. That will resolve what they think might be happening, such as the percolating of the sewage back up from the system, which is a mile deep.

These are some of the issues that need to be resolved. Those need to be reviewed as a whole as relates to the entire SEIS plan and the impact its going to have on the community.

Lastly, I just want to say this whole process has been faulted from the beginning. In the corporate world and private sector, when you have a problem that's been faulted from the beginning, you throw out the process and start over. Thank you.

JUDGE COLONEL McSHANE: Jennifer Gobie.

000187 JENNIFER GOBIE: Good evening, my name is Jennifer Gobie and I'm a 4th grader. I'm a member of the Young Friends of the Everglades.

My choice out of the four proposals is for the wetland aquarium. Number one, the Wetland crane, think about it, from about one thousand, there's around twenty-eight left. Number two, it will help you and me because of the food chain. Forget about the three other proposals.

JUDGE COLONEL McSHANE: Excuse me, you need to step a little closer to the microphone so the court reporter can hear you.

JENNIFER GOBIE: The airport, number one, the fuel and exhaust could run down into the soil and, number two, the planes will fly over three schools and interrupt them two times an hour, which means the planes will fly over and disturb one thousand kids every hour. Three hundred and ten planes will fly over any given school.

I want to tell you about my sister, who is former member of the Young Friends of the Everglades and she has writen a poem that was published in this book. I will now read you this.

Concern for our earth. Throughout the Dade County woods and trees, we still have concern for our earth. In December in the pines, we still have a concern for our earth. In the woody forest and the rain forest until we reach the mountains, we still have concern for our earth. With the trees and flowers all over, we still have concern for our earth.

The earth is ours. We have to protect and take care of it forever. So don't let anyone destroy it. So what is your choice? Thank you.

000188 NATALIE GILES-KLEIN: Hello and good evening, my name is Natalie Giles-Klein. I'm here to tell you what is the right decision to make. There are four things people are willing to build. The four proposals, one, an airport, two, a golf course, three, a

wetland aquarium, four, a spaceport.

I can't imagine everything being so crowded it would ruin our environment. You must know what I'm trying to tell you. Don't build the airport. Let's see, you want fifty-two airplanes screaming in your ear an hour. I don't think so. Who needs it. We have plenty of airports, including Miami Airport and we do not need any more airports and that's a fact.

First, I have plenty of friends who play golf and they don't need another golf course. Who needs it. All you golfers out there, I'm sure with two golf courses, you don't need anymore. The golf courses use so much fertilizer it poisons everything.

Last, but not least, we have the spaceport. I hope you make the right decision on all of this stuff, because it's a lot of trouble. Just think about it. And while you're doing that, think about other people. Most of all, think about animals, because it can save a lot of animals. Thank you.

JUDGE COLONEL McSHANE: Jose Romero, III.

000189 JOSE ROMERO, III: Hello. I'm here to speak for the environment, the biological outlook of this. These commerical planes have provided for the environment, carbon dioxide, which helps us with our plants, which gives us the air to breath. This helps our environment. But of course they missed seeing this.

I'm sure that many of the people here in one way or other, drive in an automobile, and that consumes gasoline which releases carbon monoxide, which hurts our ecosystem. They complain about planes that are going to hurt it, but don't look at the cars they're driving every day.

Most of all, the planes that use the gas do not pollute, they actually enrich our environment. We cannot isolate ourselves from the rest of the world and not hide by our agriculture forever. We must adapt to the changes.

Many people will always be resistant

to change, but it's until the change is done that you realize it's important. The noise level that many people complain about is the difference of ten decibels. On the map up there, it shows it in red. But in actuality, ten decibels is nothing more than a soft whisper in a quiet room or a quiet office.

Lastly, Homestead is like a child with great potential. But it's not until we give it wings that it will fly. Thank you.

JUDGE COLONEL McSHANE: Michael Beharry. Following him will be Elizabeth Kraus.

000190 MICHAEL BEHARRY: My name is Michael Beharry. Good evening everybody. Here are my proposals not to build the airport in the Everglades.

One, that the Everglades is a place for the animals like the Florida panther. The Florida panther is an endangered species. There's thirty of them left. It's like the last candy bar on earth. That's it. By-by. Right down the drain. Just like that. That

will be the same with the Everglades if we don't protect it. My children and grandchildren will never see this animal.

Lastly, our supply of water would go down the drain. Help save the Everglades. Thank you, very much.

000191 ELIZABETH KRAUS: My name is Elizabeth Kraus. I go to Howard Drive Elementary School and part of the Young Friends of the Everglades. I have ideas for the Homestead Air Force Base. I think the best use of the land is the wetland equarium because the airport and spaceport would cause air pollution and earth pollution. It causes noise and I would not want to hear fifty-two planes come in and out of the airport every hour.

The golf course ruins grass and other plants with people standing on it. The aquarium doesn't destroy animals' homes and cause noise. It doesn't pollute the environment. Everyone will be happy in some way. And the animals will have food and enjoy life, where all human beings can watch

the beautiful animals.

That's my idea for the Air Force Base. Thank you.

JUDGE COLONEL McSHANE: Next name I have is Pablo Lewis. It has a different address from the Pablo Lewis I called earlier. Do we have another Pablo Lewis? Moving on. Carl Hayes.

000192 CARL HAYES: Good evening and thank-you for the opportunity for us to be able to speak on this. I would like to point out that I'm not against jobs, I'm for jobs And there are alternative proposals out there that speak to that issue.

We're not faced here with a situation where we either have an airport or we don't have any jobs. That's not an issue. We have other industries in Florida as someone pointed out earlier. Tourism and the environment is one of our major industries.

I think the Mixed Plan, proposals like that, address both of these issues. I'm concerned when I hear things like Miami

Airport expansion, that type of thing. It's sort of alludes to the fact that it's sort of a master plan, that we're determining a master plan when we determine issues like this. That's how master plans seem to be deemed in Dade County.

I think as far as the airport is concerned, we need to consider that as a separate issue. We need to learn how to manage the airport that we have and learn how to manage the land use that we're looking at right now in the Homestead area. Thank you.

JUDGE COLONEL McSHANE: I would call on Edwin Lewis as the next speaker. Is Edwin Lewis here? Passing Edwin Lewis. Carlos Mora.

000193 CARLOS MORA: Good evening everyone, my name is Carlos Mora. I want to thank you all for the opportunity to express myself against the airport alternative.

Approximately seven thousand years ago, man declared war on nature. Everywhere we went, we devastated the environment. And

all of this happened because we saw and continue to see nature and each other as separate.

There is a universal truth, and that is that we are one, we are not separate from each other and we are not separate from nature. Every time we destroy nature, we destroy a part of us. We're a green and blue spaceship traveling in space, planet earth. Every time we destroy nature, we're destroying our own ship. And you can imagine what will happen when we finish with it.

So let us stop this process, let us start right now by rejecting the building of a commerical airport at the Air Force base.

Lack of jobs is not the problem in South Florida, it's the lack of honesty, compassion and love. We need compassion and love for each other and for the environment.

I would like to invite any of you that wants to find out more how closely connected we are with each other and nature to read the book called The Last Hours of Sunlight written by Tom Hartman and Friendship with God by Neale Walsh. Thank

you, very much.

JUDGE COLONEL McSHANE: Next is Katharine Horn. And then Brittany Aaron

000194 KATHARINE HORN: My name is Catherine Horn.

000195 BRITTANY AARON: And my name is Brittany Aaron. We're from Howard Drive Elementary and we're a part of Young Friends of the Everglades. We would like to tell you four reasons to save the Florida Everglades and not have the airport. One, the Florida Everglades is the only one in the world.

KATHARINE HORN: Two, if the airport is built, the animals will all die or leave

BRITTANY AARON: Three, save the Everglades to let your children experience it

KATHARINE HORN: Four, it will take up a lot of space.

BRITTANY AARON: Five, less oxygen means less trees.

KATHARINE HORN: Six, birds will have to find a different place to go for the winter.

BRITTANY AARON: Seven, our drinking water would not be as good.

KATHARINE HORN: Eight, we would feel sad if the airport was built because f the Everglades would be destroyed.

BRITTANY AARON: Nine, the planes would go over while we're trying to work which would be fifty-two airplanes an hour.

KATHARINE HORN: Ten, the Florida Everglades is a national treasure.

BRITTANY AARON: Eleven, the airport will ruin the Everglades with noise and air pollution.

KATHARINE HORN: Twelve, there are already some animals that are almost extinct. We ask for your cooperation and time.

BRITTANY AARON: Please help us kids save a beautiful Everglades. Thank you.

JUDGE COLONEL McSHANE: Next is Danielle Kean.

000196 DANIELLE KEAN: I'm Danielle Kean and I'm a member of Young Friends of the Everglades. We want to save the Everglades. When you save the Everglades, it's like you're saving the animals and yourself.

We want to save the Everglades so our children and grandchildren will see the joy of the animals. We, the students of Howard Drive Elementary, want to save the Everglades.

If they build an airport, the pollution will kill and destroy the joy of the animals. The Everglades is only one like in the world. Please save it before it gets destroyed. Also, there are thirty panthers left in the world, please save them.

The Everglades is where all of the animals go. It's where the animals trust will be safe. We would have less clean air. It's a national treasure. Plus, our drinking water would not be as good and safe.

Ladies and gentlemen, please listen to us Young Friends of the Everglades from Howard Drive Elementary and students also from The Keys. Save the Everglades.

JUDGE COLONEL McSHANE: I found a couple of young ladies who intended to mark their cards that they wanted to speak, but they didn't. But we have retrieved those and I'll call on Danielle Mendola at this time. Who is that with you?

000197 DANIELLE MENDOLA: My name is Danielle Mendola. I'm from Howard Drive Elementary and Young Friends of the Everglades.

000198 ESTEFANIA HAGEMAN: My name is Estefania Hageman and I'm from Howard Drive Elementary and Friends of the Everglades

DANIELLE MENDOLA: Ladies and gentlemen, we should save the Everglades because there is only one Everglades in the whole entire world.

ESTEFANIA HAGEMAN: If the airport is built, it will kill the animals and we won't have any more animals.

DANIELLE MENDOLA: It's just like killing ourselves.

ESTEFANIA HAGEMAN: God made the animals for a reason, not to kill them.

DANIELLE MENDOLA: If all the plants die, we won't have clean air and no one would want smelly air with planes passing by all the time.

ESTEFANIA HAGEMAN: So save the Everglades because kids want their children to see the treasure of the Everglades.

DANIELLE MENDOLA: Don't pollute to give people jobs. Save the Everglades.

JUDGE COLONEL McSHANE: Next is Julio Majavier. He left? Thank you.

Robert Myerberg. Is Robert Myerberg here. Andrew Delrio, I think I called his name before and he wasn't here then. I think it's a duplicate card. Susan Epler, I know she's here.

000199 SUSAN EPLER: MY name is Susan Epler. It's very hard to come after such elequent speakers and to be speaking towards the end of the evening. I want to let you know I'm a registered nurse. I'm also, a member of this county and I certainly urge that the Air Force not turn Homestead Airport

Base over to a commercial jetport. When we built an airport next to Yellowstone, I think it's a very similar thing that would be happening here. We would be putting something that is so commerical in between two very independent eco systems.

I urge strongly that the area is developed in a manner that is more friendly to the environment and will still create jobs because it's true that it's an area that needs jobs.

So I urge you, again, do not build a commercial airport. Thank-you, very much.

JUDGE COLONEL McSHANE: Raquel Vargas.

000200 RAQUEL VARGAS: Good evening ladies and gentlemen. My name is Raquel Vargas.

000359 ANA MARIA GUTIERREZ: And my name is Ana Maria Gutierrez.

RAQUEL VARGAS: We're here to express our reasons why we shouldn't build an airport in the Everglades.

ANA MARIA GUTIERREZ: One, The

Everglades is important to us because in the Everglades almost all the animals are extinct. There are only about thirty panthers left.

RAQUEL VARGAS: Two, the Everglades is the last home for the birds and panthers and alligators and snakes.

ANA MARIA GUTIERREZ: Number three, water from the Everglades is water we use and is important.

RAQUEL VARGAS: Four, the trees in the Everglades will be be cut down to make homes.

ANA MARIA GUTIERREZ: Number five, the animals are safe and comfortable where they are.

RAQUEL VARGAS: Six, also there will be less vegetation which means less clean air to breathe.

ANA MARIA GUTIERREZ: Number seven, in the Everglades, the pollution --

JUDGE COLONEL McSHANE: You have to speak up into the microphone.

ANA MARIA GUTIERREZ: If you put an airport in the Everglades, the air pollution could kill the animals.

RAQUEL VARGAS: Eight, our children and grandchildren will not be able to see the Everglades. The airport will destroy it.

ANA MARIA GUTIERREZ: Our hope is that our words will make a difference. Thank you.

JUDGE COLONEL McSHANE: Edwardo Alonzo. I don't see him. Next card is a duplicate from Shelby Reyes. Joe Nagenast.

000201 JOE NAGENGAST: Good evening. My name is Joe Nagengast. I've lived in Homestead for twenty years. I went last night to the meeting and you could have sold tickets to that, to listen to the mayors line up. All of them, they all sounded the same. All they did was push this for jobs, jobs.

There is an alternate that will give us jobs and not give us an airport. We don't need the pollution that's going to be dumped on us from the airport. Today, my wife and I

went out and listened to the F16s come in. They're not as loud.

Then we took a drive and went up to Miami International. The sound is totally different up there. You can hardly hear. The person that talked about the lake, we stopped by it and you can't see but a few inches down into the lake. There's a sheen of oil that's on that lake. Nobody goes in that lake hardly anymore with their boats.

We have lakes all around Homestead Airport Base. We have canals and Biscayne Bay. If they build an airport out there, our lakes are going to look the same. We have an opportunity to build something that's environmentally safe and clean in the county and will bring tourists. Give them a shot at it, not this airport. Thank you.

JUDGE COLONEL McSHANE: Jill Patterson. Is Jill Patterson here. Apparently not. Jeffrey Roth. Jeffrey Roth. Dennis Gomez. Let me call on Norba Alonzo. Norba Alonzo. Edwardo Diorion. Who's coming?

000202 DENNIS GOMEZ: Dennis Gomez. I'm in favor of the airport. It has a lot of jobs and, personally, I want a way to get a job and I want to say here in Miami, my home town.

I just feel that Homestead Airport will provide a lot of jobs for kids my age, kids going to school now. That want to stay in Miami to get jobs, they don't want to go away and leave their family. They always want to stay with their family.

I think the airport would be a good idea and bring a lot of new jobs for studente. I think the airport is a great idea.

JUDGE COLONEL McSHANE: I'll try again. Edwardo Diorion. Suzette Rice.

000203 SUZETTE RICE: Good evening, I'm here tonight for this hearing and I'll tell you, I've been in the county for years doing zoning hearings and I understand the development from both sides.

Today, I decided to address the

issue of jobs from a curiosity standpoint and I called the Miami-Dade Aviation Department and I found out that MIA has approximately thirty-five thousand jobs on-site. Which really was interesting to me because they're claiming the Homestead Airport will provide thirty-eight thousand jobs.

It made me wonder how big they're planning to make that airport. I believe in the Collier-Hoover plan and it's basically because I believe that it up-lifts the community.

Homestead has an image problem within itself. People always seem to apologize for being in Homestead. I worked down there, I know they did. It's a beautiful community. The parks are just incredible. And a Mixed-Use plan would change the community. It would make it more alive than it is.

I think that an airport is a dirty, nasty facility. I grew up the daughter of life-long Pan Am pilot and I spent a lot of time in MIA. This week I went out and rode around the airport again to make sure my

impressions were right. And it is dirty. It still hasn't changed.

The reason that I'm here is for Harry. Harry was a government employee out of Washington. He spent twenty-five years with the Department of Interior. He's my father-in-law -- or was my father-in-law. He was the gentleman who helped fight the jetport out in the Everglades and he spent the last five years of his career dealing with the jetport.

And I think as a daughter-in-law of a man who put so much into the Everglades, I would be amiss not to stand here and say that whatever was going to happen with the jetport hasn't changed and it's going to have the same affect on the Everglades and Biscayne National Park as it did back in the '60s when he fought.

In the building of South Dade, I want the footprints to be something I can be proud of myself. For Harry, thank you, very much.

JUDGE COLONEL McSHANE: Jeff Knight. Jeff Knight here. Apparently not. Kevin Gonzalez. Kevin Gonzalez. Hector Hernandez. Richard Raboff. Steven Sabage. Luis Casas.

000204 LUIS CASAS: Hello everybody, my name is Luis Casas. I've lived in Dade County for a long, long time. And I came here tonight to say that nothing is better for Homestead citizens than bringing the airport here.

I agree, one hundred percent, to make the airport in Homestead. It's really good for Homestead to put the airport there.

I've speaking because I came here in 1958. When I came here, the Miami Airport was there and I worked there every day and could see many types of animals close to airport.

I heard here tonight the people talking about animals. Nothing happened with the animals. Animals live together with their species. When you go to the Keys, you can see the Egrets go close to the car and the Egrets don't worry about the car, they

don't worry about the airplanes. The Egrets and other animals live together with us.

The Wetlands is not far away from Miami Airport. You can see plenty of animals there in good health. So nothing happened with them and nothing happened with the water.

Engineers know about everything, they know that they can construct an airport here and don't damage anything. Thank you.

JUDGE COLONEL McSHANE: Robby Tovar. Robby Tobar. Marian Basesis. Marian Basesis. Paul Dean. Paul Dean. Cindy Hewitt.

000205 CINDY HEWITT: Good evening. I want to give you all a warm congratulations for your tenacity of hanging out here tonight this long. I'm Cindy Hewitt and like many speakers before me, I take an extremely skeptical look at the accuracy of the SEIS, as well as this entire process.

While I live in the congested area of Dade County, I treasure the natural

beautiful of this land, Biscayne National Park and the Everglades and the Upper Keys.

A commerical airport will seriously degrade these resources and will not provide sustainable economic growth of this area. My choice would be the No-Action option. However, I believe the Collier-Hoover plan is an acceptable alternative that will provide sustainable growth as well as reasonable environmental protection. I strongly oppose the development of a commerical airport and believe there are much better alternatives.

JUDGE COLONEL McSHANE: Kenneth Smith.

000206 KENNETH SMITH: Good evening. My name is Ken Smith and I've lived in Dade County since about 1982. I've enjoyed a lot of the national parks, but I'm not sure that my enjoyment of the national parks is really the issue here.

I'm a businessman and took time out of my day to be here. Nobody paid me to come here. I came here because I believe that my

involvement in the process of the United States goes beyond the size of campaign contributions.

As a businessman, I think we need to look at all of the factors involved in this thing. And we have a long set of environmental impact statements that obviously I couldn't even come close and I'm not going to try to do that in three minutes.

But there were a few things I was looking at. We've got some major industries in Dade County; tourism, nurseries and agricultural. People talk about this airport bringing us thirty-eight thousand jobs. We've got a lot more jobs in tourism and nurseries and agricultural than those thirty-eight thousand.

People come to Dade County as tourists to see what we have. And if we destroy it, they'll stop coming and that will cost a lot more. If we destroy the environment and lose our nurseries and lose our agriculture, if we dump jetport fuel in the drinking water, we'll have to pay for our drinking water and that will cost us more.

I don't think there will be long-term jobs. When the construction of the airport is gone, we'll have people cleaning laboratories and they'll be poor. The big jobs, the other jobs, will be skilled and they'll look to people who don't live in Dade County. Because I haven't heard anything about people who do all the work on the jetport planes if there's going to be repairs. I haven't heard anything about that.

We talked about jobs in Dade County, big things that have been given to us. We've got four arenas and basketball stadiums and everything else. People got jobs who are ushers and selling beer in the stands. We've got problems here. We've got congestion of the schools and this doesn't address any of that.

I'm against the airport project. I don't think it does anything for us. I don't think it's going to be beneficial to the future of Dade County or the people of South Dade or the people of Homestead.

God gave man stewardship over the

planet and that's not only fun, it's responsibility.

JUDGE COLONEL McSHANE: Paul Czekanski.

000207 PAUL CZEKANSKI: Good evening. My name is Paul Czekanski. I'll try not to reiterate too much. I'm a person that moved to South Dade from New Jersey about eleven years ago.

And one of the things why I really made the move to South Dade was the fact that it was a more rural suburban natural type of area to live in. I didn't really want to live in a crowded city or an overgrown area, I wanted to live in the South Florida area. I believe that's what Dade County has capitalized on and we should not destroy it.

Dade County has capitalized on the ecosystem and the natural parks and natural activities. If you look at Florida City, Florida City has seized on its opportunity as the gateway to the keys, developing the area of US-1 as a gateway to The Keys and

promoting something that's in sync with what this area is.

I find it insulting that this project is being pushed by many people that don't live in this part of the county, by politicians. Mayor Martinez was here last night. What the hell was he doing down here? He doesn't live here. What's his stake in this?

The fact is that the process has been marred from the beginning with the back-door awarding of this contract. As was mentioned earlier, that contract should have been scrapped right up front.

Nobody is going against the opportunity of jobs here, but it doesn't have to happen in the form of a big heavy industrial airport. Other proposals will create jobs. And in addition to those jobs, there will be a labor development that's more friendly.

Someone else mentioned the technology of an airport. I don't see how it fits in. There's other types of clean industry that could move into this area. So

I don't see where technology comes in with an airport.

I fail to see what's the problem with Opa-locka Airport. I don't wish to place our problems in other peoples houses, however that's an airport that already accomodates large planes. That's already an airport and is centralized to Fort Lauderdale Airport and North Dade County and more centralized to areas of distribution as opposed to coming all the way down here and far removed from the center of distribution.

I don't see why it has to be down here. I find the children act a lot more like adults than some of these shenanigans I've seen behind this entire process. Thank you.

JUDGE COLONEL McSHANE: Roderick Tirrell.

000208 RODERICK T. TIRRELL: Good evening, Colonel and members. I'm Rod Tirrell and I represent twenty-two hundred members of the Broward Sierra Club. And we appreciate the

opportunity to comment on the conversion of the Homestead Air Force Base to a reserve airport.

It lies next to Everglades National Park, between Everglades National Park and Biscayne Bay. When we look at the South Florida natural areas, the natural resources, the bird life and fishing and diving, there's millions of dollars in tourism that come to this area.

The tourists come to enjoy these natural surroundings. We worry what's going to happen to the park, to the areas that are around it. Everglades National Park has been determined to be of international significance and a world heritage site, and we should take every precaution to keep it and take every precaution in doing anything with the property.

These issues of tourism are good for Miami, they're good for Homestead, and not pollution sites. This is public land held by the public. The Army Corps of Engineers is paying to restore the Everglades as much as eight million dollars, and now we have this

new threat to Everglades National Park.

The Federal Government and the Air Force has the obligation to consider the outcome, not only for the residents of Dade County, but to the owners who hold this property. The Army Corps of Engineers, like I said, the restoration of the Everglades will cost as much as eight millions dollars.

It's really unfortunate that the leaders of Homestead and Dade County have such a lack of vision and lack of ideas. There are a number of proposals that have been made. Multi-use makes sense and should be given first consideration.

Airports are a massive source of pollution. In addition to noise and traffic, it will have cumulative affects that will impact our air and water and parks.

Our lives are impacted by an airport People come to Everglades National Park to escape noise. Visitors come to national parks to avoid the onslaught. Please do not let another Federal blunder take place and support multi-use in that area. The people of South Dade and South Florida deserve it.

JUDGE COLONEL McSHANE: Brian Scherf.

000209 BRIAN SCHERF: My name is Brian Scherf and I'm with the urban environmental project that's very strongly opposed to a commercial airport in Homestead. I think it's a ludicrous idea to build a commercial airport two miles from a national park and thirty miles from an American crocodile refuge.

The South Florida ecosystem now has sixty-eight endangered species and the Everglades restoration, we have ninety percent restoration. Everglades National Park has lost about eight different species of birds. We're trying to recover these birds.

I think this airport would have grave impact on migration and nesting for those species. The airport proposal would also impact the ecosystem, which is globally in peril. This should be a restoration, not a destruction.

I would also like to recommend here

that any proposal, any alternative for the airport be considered. You know, one of our greatest problems in the national parks, in 1997, the park service developed a recommendation for buffers for national parks and it should be part of any proposal for any alternative to the airport.

The third item I want to address here is the compensation for the airport. This should not be a Government give-away. I'm sort of disappointed that the Collier-Hoover plan, they're proposing a very minuscule amount of mineral rights right next to the park. There are endangered parks like the Big Cypress in Southwest Florida. I'm coming out against this airport. We should discard it and do what environmentally makes sense Thank you.

JUDGE COLONEL McSHANE: Katherina Vanaby. Timothy Kunz.

000210 TIMOTHY KUNZ: I'm eighteen years old and I was born and raised here in Miami. I'm a freshman at Miami-Dade Community

College. I'm a member of the Ecology Club.

I think in the Everglades and the quiet that's there without an airport around, there's something that can't be known in the city and that's a certain unspeakable peace.

And I speak tonight not for myself, not for the wildlife out there, not for the other people who are aware of what it is and what it's worth, but I speak on behalf of the people who support this airport, because I don't believe that they know peace.

And I think that if they had been there, which I doubt, that they were thinking about other things and didn't pay attention because they wouldn't be able to support this.

I feel compassionate, but I do believe you should go at least once before and if this happens. And not so much that you should feel bad at seeing what you will do, but that you see it at least once. Thank you.

JUDGE COLONEL McSHANE: Gregory Bush.

000211 GREGORY W. BUSH: Good evening, I'm Greg Bush. I'm a member of the Urban Environmental group of Miami, Community Council 12. I'm also director of the Institute of Public History at the University of Miami. I've been involved with some struggles in past years in terms of the Miami Circle and Bicentennial Park and Virginia Key.

And basically, I just want to give you a simple message that what I think is going on here is part of a much broader interlocking series of problems in terms of public land that's becoming eroded in Dade County.

And one of the warnings I would like to leave you with is the nature of the oversight of the county government because in 1982, Dade County was given Virginia Key. A significant portion of Virginia Key is public land. A lot of that park was left closed for years and years and years without any public oversight. By and large, it's still closed. I simply warn you of that in terms of the quality of oversight of Dade County in terms

of this land and this conveyance.

I also think that in many instances, in contemporary American life, people are obsessed with big industry as a panacea. And yet what I think is even more significant and is important for you all to think about is the human scale. Homestead's very name is a concept that goes back to the Civil War, which meant small scale farming. Small scale Homestead, if you will.

I think the very name of this community should be considered when you all are making these decisions about the kind of changes which are going to be made. As far as I'm concerned, the Collier-Hoover plan makes a lot more sense.

If you take a look at Miami Lakes and others, it's much more of a human-friendly area. I think it could be developed along those lines. So I would urge you to seriously consider that. Thank you, very much.

JUDGE COLONEL McSHANE: Jules Minkus.

000212 JULES MINKUS: I'm Dr. Minkus and I've been a resident of Dade County since 1966. I run a medical center in South Dade.

I don't believe that the transfer of the base to a commerical airport would put us more on an ecological balance than we are today. When I came to Dade County, there were seven hundred thousand people. The acquired land was tremendously deteriorating. In the past twenty years, we have maybe two million plus people living on a postage stamp of land.

Hurricanes came and I lived through many. I lived through th eHurricane Andrew disaster and it actually destroyed most of the society that was built up down here. Homestead and South Dade is essential to the development of the population and I believe there's a limited need for a commerical airport in that area. The Air Force Base has been there serving a national purpose, but there are smaller aviation airports that serve recreation use which may be considered.

But to turn that area into a high-industry area would only destroy the

quality of life. Nobody comes to any area to go to the airport. An airport is a plateau that you go through.

Basically, many of the residents that use to come to retire to South Dade to get out of the cold, no longer come here. Few people come here voluntarily. Now we have twenty-five percent poverty rate in Dade County and a growing problem from an economic standpoint.

Building an airport, in itself, will produce jobs, I guess, greater jobs for our community like somebody said for the poor. We have two basketball arenas, which we probably don't need and they're right down there on the waterfront. We managed to destroy the environmental area. We've got concrete jungles.

And putting an airport down there will waste the water. And I don't know if you saw on 60 Minutes, they say there's new additives in our gasoline that will pollute almost every ground water in the United States.

I have thirty seconds more. Let me

finish up by saying the pollution from the Miami International Airport will take years to get over. And if we continue to pollute our ground water, we'll have to move in a hurry and not before a hurricane blows us out. Thank you.

JUDGE COLONEL McSHANE: Jim McMasters is next.

000213 JIM McMASTERS: I'm Jim McMasters. In the next twenty years it's projected that one million more people are going to come to Dade County. I'm sure you've been down to Homestead on the Turnpike. As you can see, lines are almost down to Homestead.

The question now is whether we put an airport down there which will pretty much rule out middle-class housing down there or would the suburbs of Miami move down to Homestead and have middle-class housing down there.

I live in the City of Miami. We have the Port of Miami within the city limits and Miami International, which is the seventh

largest airport. Homestead has today, a nuclear power plant, a limited military airport, a baseball stadium, a speedway and some of the best farm land in the nation and two national parks.

Homestead is the entrance to the Florida Keys. It has the Village of Homestead within the city. Tell me any other small town in America that has half of these assets. We need to stop complaining and use what we have and not put an airport down there.

The Villages of Homestead is within the city limits of Homestead. What will the impact be of an airport. They're going to destroy the very assets that they're using now.

Who are the people that are complaining about the noise at Miami International Airport? They're the people on the upper east side on the bay, they're the people on Brickell on the bay, they're the people on Key Biscayne, seven miles away. They talked to the FAA. They went out to visit the site. What have they done about

the noise? Absolutely nothing. They refuse to do anything.

Opa-locka has been told by the FAA to reduce the number of flights in Opa-locka and Tamiami. Check your facks about the FAA. It took the EPA to enforce the replacement of the cross pipeline that was leaking and getting ready to expload.

We have a sewage treatment plant in the middle of Biscayne Bay. It took a court order to get the county to start working on it. We're looking at a third of a billion dollars of pollution clean-up. They refused to do anything until the EPA stepped in.

Unless you start dealing with the pollution at Miami International Airport, as the Mayor of Miami Springs said, it reduced the quality of life, because the pollution from the airport is pulled into the north well area.

We hear a lot about promises. I live in Coconut Grove. We have developers coming in saying they will develop and help the poor folks in Coconut Grove. We haven't seen a change. Thank you.

JUDGE COLONEL McSHANE: Marleen Kutler. Okay. That completes all the cards of individuals who had not spoken before.

I'll go through the cards of individuals who have already spoken at least once at these proceedings.

Richard Frost. I believe he's gone. Jamie Brown still here? I don't see her. Jonathan Ullman still here?

000214 JONATHAN ULLMAN: Good evening. I guess we're closing up another road. It's hard sitting throughout of these hearings. I'm Jonathan Ullman, national director of Sierra Club of South Florida.

I would like to say there's a good reason that I'm one of the last people, it's because I'm going to be here at all the meetings, but I'm really glad that you instituted that rule that people who had already spoken at other meetings can't speak again because this limits the eight or so politicians that spoke at the first meeting to grandstand and to represent the developer.

JUDGE COLONEL McSHANE: You can speak again, you just speak last.

JONATHAN ULLMAN: Right. But anyway, I'm going to talk a little bit now about noise. And noise is something that really bothered me when I read this SEIS.

There were some statements that didn't kind of jive with some of the statements that the kids were making. I mean, I don't want to tell the kids, you know, I'm sorry kids, but your thoughts about noise get in the way of this very large contract that was awarded.

But there is something about noise in the SEIS. It says studies in national parks by FAA and the Air Force showed no correlation between increasing noise levels and visitors. Well, I thought I would play the noise and see if this is not an annoyance

(Recording was played.)

Okay. That's basically what you would be hearing every minute during the daylight hours with a two hundred and thirty plus flight airport.

Then there was another statement in the SEIS, which was a little bizarre. Generally visitors are considered to be less sensitive to aircraft noise in area parks where there is substantial human activity and more sensitive to aircraft noise in areas where there is minimal human activity. Visitors in groups who are accompanied by children tend to be less sensitive to noise than people who are not surrounded by others.

That's my time. Good night.

JUDGE COLONEL McSHANE: Manny Romero.

000215 MANNY ROMERO: Good evening everybody. I want to be short and sweet like yesterday. I believe somebody was saying in 1940 this land was owned by Dade County and it was transferred to the Federal Government. I think it makes sense to me to give it back to Dade County.

I think that we're talking about the taxpayer's money to build the airport. The taxpayers are going to pay taxes and be part

of the solution. It's going to bring thirty-eight thousand jobs. That's a lot of jobs. We're talking about one million dollars in the next fifteen years.

It's going to take a year and cost us over five hundred thousand dollars to do the study and the only place they say the airport can be put is in Homestead.

We don't need more studies. Just give it to Dade County and move on. Thank you. Good night.

JUDGE COLONEL McSHANE: Ignacio Sanchez. Is he still here? I don't see him. Javier Herrera.

000216 JAVIER HERRERA: Hello, my name is Javier Herrera. I wanted to show you a video and I apologize for that. I'm a student and eighteen years old. I represent the young community, which will be the ones that will benefit from all of this.

I plan on attending a four-year University and returning to Miami. I do not want to go away or travel to the West Coast

to get a job, I want to work at home, not as a caddy under the Collier-Hoover plan or as a ticket-taker with an advanced degree I obtained from a university from my own hard work, I want a job of the future.

And from the knowledge I've gathered, an airport is what the Homestead community is used to and this is a time of need. I feel you guys are making the right decision. Go ahead and build your airport. Thank you.

JUDGE COLONEL McSHANE: Ana Palma.

000217 ANA PALMA: My name is Ana Palma. I don't know much, but I know that we need more jobs and there's a lot of unemployment.

I was there yesterday in the meeting and I noticed there were a lot of older people, most of them retired. They don't need a job; we do, our children do. They're growing up. They're starting out. Most of them are studying computers and other careers and they'll need a job. Please, do make the airport come true.

JUDGE COLONEL McSHANE: Luis Casas That may be a duplicate. He's not here anyway. Bill McClure still here. Apparently not. John Sikes. John Sikes here. Lloyd Brown.

000218 LLOYD BROWN: Since I'm speaking to an almost empty room, I'm going to deviate from my presentation and just address a couple of topics for the people who have stuck it out.

A young man spoke a minute go about wanting a job. I worked on the last Homestead project that was supposed to bring jobs, the Homestead Motor Complex. There were only two people on the crew that was actually from the area. Everyone else was from Texas, Kansas, North Carolina and Mexico. They were not from the area.

People who are going to be working in a commercial cargo airport are already working in those jobs. They're not going to be creating new jobs, they're going to move existing jobs into this area.

About the unemployment statistics, I

heard a lot of people talk about unemployment numbers in Homestead. Here are the Department of Labor statistics. The highest unemployment in the past ten years for Homestead was in the seven months preceding Hurricane Andrew when the Homestead Airport Base was fully operational. It was 10.3 percent for those seven months. The last month we have statistics for was November of '99. And just three months ago, it was down to 5.5 percent. That's pretty good.

There's some people that couldn't hold a job if you tied them to it. One month before that, 5.4 percent, the lowest the unemployment has been in Homestead in the past ten years. Anyone that tells you there's an unemployment monster in Homestead is lying to you.

I'm going to deviate from my prepared speech. I would like to say that the Environmental Impact Statement said it would be a good idea to build an airport. They also said it would be a good idea to put an airport in Alaska and maybe to put a nuclear power plant on Three-Mile Island. Union

Carbide didn't have to deal with that. When we went to build the chemical plant, we didn't have to deal with the environment to build a plant in Chunoba.

So I would just like to conclude by quoting Edward Abbey, by saying growth for the sake of growth is the philosophy of the cancer cell. Thank you.

JUDGE COLONEL McSHANE: Jerry Patterson. Ramon Vasquez. That's all the cards I have.

Is there anybody that I may have called your name that was out of the room that didn't get to speak? Anybody who hasn't spoken who would like to speak tonight?

000219 BLANCA MESA: I would like to speak. My name is Blanca Mesa and I'm a resident here in Dade County. I would like to say something about the SEIS.

There are two things I would like you to look into. One, the agricultural retention study that Miami-Dade County was supposed to have completed several years ago

in order to retain agriculture in South Dade, and the other one is the Biscayne Land-Use study that the Government and cabinet were going to do a couple of years ago and never did it. They are two things that must be completed and analyzed before any kind of proposal for an airport can be done.

It's completely premature for you to perceive and have this as part of the SEIS. There are many areas that need to come together and figure out what they need to do and have a buffer around it, to buy the land you need and to identify the funding source that's purchasing all this land.

You're saying this airport is environmentally friendly and actually going to improve the environment. None of this is in here. We don't know how much it's going to cost.

We didn't know the taxpayers would be stuck with three hundred and thirty-four million dollars that it's going to cost for the new arena. No one told us that before.

My final comment is you need to extend the written comments. Thirty days is

not enough time for the general public to analyze pounds of material. It's very complex material.

Key Biscayne is an area of the community north of the Biscayne National Park that will have a flight plan. There have been no meetings on Key Biscayne. These are things that you need to look into, to extend the written comment period by a substantial period of time so a person can really understand what's at stake here and what's missing and what needs to be studied.

We need to take more time because it took millions of years to create. It took much longer for the land to rise from the ocean. And so if you make a mistake, it's a permanent mistake and you need to proceed very carefully. Thank you.

JUDGE COLONEL McSHANE: Okay. Anybody else? We've got one more?

000220 ANTONIO MARTIN: Yes. I would just like to make a comment. My name is Antonio Martin. I'm a resident of Dade County, born

and raised in Miami and served four years in the Marine Corps with an honorable discharge.

I'm a student at Miami-Dade Community College. I have brothers and sisters and nieces and nephews and I'm in support of the No-Use option and to retain the Air Force facility for what it was designed for. Thank you.

JUDGE COLONEL McSHANE: Okay. I want to thank everybody for your comments and for participating in this public hearing. Your comments will be extremely helpful to the Air Force and other agencies in preparing the Final SEIS. As we close here, I want to remind you that if you didn't comment tonight or if you decide you have more to say, please write your comments down. You can leave them here with the staff tonight in the box on the comment table or you can mail them in later. Make sure they are mailed no later than March 7th. Thank you, again, for attending this public hearing.

This hearing is adjourned at 10:38 p.m.

(Thereupon, the hearing was adjourned.)

REPORTER'S CERTIFICATE

STATE OF FLORIDA
COUNTY OF DADE

I, CAROLYN BURNS, Court Reporter, certify that I was authorized to and did stenographically report the above-entitled hearing and that the transcript is a true and complete record to the best of my ability.

I further certify that I am not a relative, employee, attorney, or counsel of any of the parties, nor am I a relative or employee of any of the parties' attorney or counsel connected with the action, nor am I financially interested in the action.

Dated this 10th day of February, 2000.

CAROLYN BURNS
Court Reporter

Transcript of Public Hearing

February 3, 2000
12:30 p.m.–2:50 p.m.

Renaissance Ballroom
5901 SW 8th Street
Miami, Florida

PUBLIC HEARING

ON

DRAFT SUPPLEMENTAL ENVIRONMENTAL

IMPACT STATEMENT

DISPOSAL OF PORTIONS OF THE FORMER

HOMESTEAD AIR FORCE BASE, FLORIDA

ORIGINAL

Thursday, February 3, 2000
12:30 p.m. - 2:50 p.m.
Renaissance Ballroom
5910 S. W. 8th Street
Miami, Florida

Thereupon, the following Public Hearing was held before CHIEF TRIAL JUDGE MICHAEL B. McSHANE.

(Thereupon, for persons wishing to state their opinions before the commencement of the Public Hearing, the following private sessions were held:)

000221 RUTH MORALEZ-GIRON: My name is Ruth Moralez-Giron. First of all, I do believe in economic development, but not at the cost of the environment and the future generations.

I think there's other ways to go ahead and generate jobs and other places where an airport could be constructed. I'm in favor of protecting the Everglades, because by protecting the Everglades we protect ourselves and because I see the Everglades as the kidneys and the blood vessels of South Florida, you know, just the way the Amazon is the lungs of the world.

As the Everglades are right now, with all of the farming and everything, it already has a big negative impact on it and the airport will be the last straw. I'm speaking as a citizen and I feel I have a moral and ethical obligation to speak out for the future generations.

Our drinking water depends on the Everglades. The Biscayne aquifer and all of the living organisms, they all need the Everglades and

without the Everglades, we won't have anything.

People don't see that. Right now people are looking at the airport as a job-generating place. And it could be, but in the long term, everyone is going to be impacted by it.

The water is going to be contaminated. People are going to have cancer and all of that. In my lifetime, I've seen a lake dry up and the decay of the Rain Forest. In seven and a half years, that's all it took for the lake to be gone and the rain Forest to deteriorate. You know, it's the river of life. We all depend on water.

Turkey Point is a stone's throw away and, you know, if anything happened, a plane crashing or anything, that would be the end of South Florida and everything around it. So I guess we don't need the bad man on the island to do anything if we already damage it ourselves.

000222 DAVID B. GENOVESE: I would have to say that it seems to be a bit unfortunate and is absolutely unnecessary that we build a commerical airport. I would hope the other alternatives that are there with the Collier group and the other three different alternatives, three out of the

four has got got to be better than a commerical airport.

It just seems very unfortunate. It seems to me it would be an environmental nightmare, so to speak, if we build a commerical airport that is close to our natural resources. That's about all I have.

Public Hearing
12:30 p.m.

JUDGE COLONEL McSHANE: Just a couple of announcements before we get started. If you have signs or banners, take them off your seats. Please do not display them from the seats, you'll be blocking someone else's view.

And I learned this at the other hearings, a lot of people have cell phones out there. Please turn them off.

At this point, I anticipate that we will end this afternoon's session no later than about 4:30 p.m. It depends. If we have one or two speakers, I'm sure we'll be gone and finished, but at this time, I anticipate no later than 4:30.

Good afternoon, ladies and gentlemen.

Welcome to the Public Hearing on the Draft Supplemental Environmental Impact Statement on the Disposal of Portions of the former Homestead Air Force Base.

My normal duties include presiding over Air Force court-martials, but this week I've been made available to preside over this series of five hearings which are being held in this area concerning the disposal and subsequent reuse of former Homestead Air Force Base property.

Just so you know, I have not been involved in the development of any of these proposals that are being considered, and my job is just to make sure that we have a fair and orderly hearing here today.

I want to thank you for taking time from your busy schedules to come here today for this public hearing. If you're interested in further information about the proposals, I hope you took time to visit with the technical staff prior to this portion of the hearing.

In preparing this Draft Supplemental Environmental Impact Statement, or Draft SEIS, which you will hear us refer to it as, it was the Air Force's goal to understand the environmental

implications of deciding for what purpose and to whom to convey surplus property at former Homestead Air Force Base.

The Draft SEIS examines reasonable ways in which the property might be developed, used, and the reasonably foreseeable environmental consequences of the alternatives.

At this time, I would like to introduce Major Mike Chipley of the Air Force Executive Issues Team. He is an engineer with a Ph.D. in civil engineering from the University of California.

Major Chipley will discuss the proposed action and alternatives and provide a short synopsis of the reuse issues. Since the overall purpose of these hearings is to obtain input from you on the contents of the Draft SEIS, the presentation will be short.

MAJOR MIKE CHIPLEY: Thank-you, Colonel McShane. I, too, would like to extend my thanks to all of you for taking time to provide your comments on the Draft SEIS.

For the past several years, we have been engaged in the process of completing the

realignment and reuse of the former Homestead Air Force Base as required by the Defense Base Closure and Realignment Act.

The Air Force's primary goal in this process is to transfer the properties in a manner that supports local plans for economic revitalization of South Florida and protects Biscayne Bay and the nearby national parks. A disposal must also be compatible with continuing the existing military and law enforcement missions. The Air Force and Federal Aviation Administration, or FAA, are the designated lead agencies for the Draft SEIS.

The Air Force has decision-making responsibilities for the transfer of the property. The FAA has decision-making responsibilities for airport facilities.

There are three cooperating agencies. One cooperating agency is the National Park Service because it manages Biscayne National Park and Everglades National Park. Another cooperating agency is the U.S. Fish and Wildlife Service because of its responsibilities to ensure threatened and endangered species are adequately considered and because of the proximity of

Crocodile Lake National Wildlife Refuge.

And the third cooperating agency is the U.S. Environmental Protection Agency because of its regulatory responsibilities.

The contractor hired by the Air Force to actually conduct the analysis is Science Applications International Corporation, or SAIC for short. They have been supported by another contractor, Landrum and Brown, which performed the airport planning and noise analyses.

I would like to take a couple of minutes to update you on the SEIS process and what has occurred since the scoping period ended in July of 1998. More than 440 individuals, organizations and agencies provided written input during our 132 day scoping period. And 195 people spoke at our public scoping meetings.

The size and complexity of the Draft SEIS has grown substantially because of the number and diverse nature of issues and because of the many federal agencies, state and local governments, private organizations and concerned citizens involved.

Midway through the analysis, two mixed-use proposals were received which were

incorporated into the analysis. We recognize that this has been a long process for everyone. We want you to know many other communities have also struggled through the base closure process.

Some former bases have been developed for aviation uses, others for non-aviation uses. The success of redevelopment depends upon the local community involvement and support.

The Draft SEIS examines a number of reuse alternatives for remaining surplus property at the former base. Ongoing reuse involving property that has already been transferred, like the Job Corps Center, the Dade County Homeless Trust, the regional park and other needed properties, would continue under any of the alternatives.

The alternatives underwent thorough and complex analyses of the environmental and economic impact that could potentially occur as a result of redevelopment. Fourteen topics were used as the basis for the analysis.

Public and agency concerns that were expressed at our scoping meetings identified important issues and helped focus our analysis. Those concerns have been incorporated throughout the Draft SEIS.

When the reuse planning process was initiated for Homestead Air Force, Miami-Dade County was designated as the local reuse authority to develop a reuse plan for the former base. The county has proposed that the 1,632 acres of remaining surplus property at former Homestead Base be transferred to Miami-Dade County Aviation Department for development of a commerical airport.

This is the proposed action addressed in the Draft SEIS. The analysis of the proposed action included identifying and assessing new flight tracks that would be used at the commerical airport.

Airport operations, in general, are characteristically different than commerical or residential land uses in the types of numbers of vehicles, equipment and people, and the resulting impact to the environment.

The main issues of the proposed action involve air pollution, storm water run-off and nose levels. Another alternative examined in the Draft SEIS is a commerical spaceport. The main issues with the commercial spaceport alternative involve the uncertainties related to the licensing

process, safety and potential increase in noise.

Three approaches were examined for non-aviation uses, presented as the Mixed-Use Alternative, Market-driven development, The Collier Resources Company proposal, and the Hoover Environment Group plan.

The Mixed-Use alternatives could create higher intensity of use in a shorter period of time, but may have less environmental effects on the national parks.

The Draft SEIS also includes the No Action alternative, which means the property continues to belong to the government and reverts to caretaker status.

Under each alternative, the Air Force, Florida Air National Guard, and Customs Service continue to use the runway for their current military missions.

The Draft SEIS addresses each alternative in the context of future growth in South Florida and also takes into account potential cumulative impacts of other projects. It also includes some historical information where available.

Your views and comments on the Draft SEIS will be important as we work toward completing the

Final SEIS. We are now about half-way through the 60-day public comment period.

We scheduled these hearings to provide you an opportunity to review the Draft SEIS and formulate comments you can give here today, and also to provide some time after these hearings so you can incorporate things you might learn here tonight, into written comments.

Whether you choose to comment today or to provide your comments in writing between now and March 7th, we look forward to receiving your inputs and assisting us in completing the Final SEIS.

The Final SEIS, scheduled for completion in July, 2000, will include comments made at the public hearings or submitted in writing during the public comment period for the Draft SEIS, along with Air Force and FAA responses to your comments.

A decision on what action will be taken concerning the transfer of the disposal property will be made no earlier than thirty days after publication of the Final SEIS.

We will continue to distribute news releases and send newsletters to those on our mailing list throughout the final course of the

SEIS process. Anyone wishing to be added to the mailing list should complete an attendance card located at the registration table in the foyer and check the appropriate box on the card.

In summary, I would like to say that we do understand this is a complicated and often frustrating process. Let me reiterate that neither the Air Force nor FAA proposes to directly develop the surplus property.

The Air Force's goal is to transfer the property in a manner that supports local plans for economic revitalization and protects Biscayne Bay and the nearby national parks. A disposal must also be compatible with continuing the existing military and law enforcement missions.

JUDGE COLONEL McSHANE: Thank-you, Major Chipley. Each of the proponents of the alternatives shall have the opportunity to describe their proposal and speak about it.

Miami-Dade County representatives hae been given ten minutes to speak about their proposals. You may also have noticed that some of the other proponents, although they elected not to give a presentation, have materials available at

the tables in the back of the room.

At this time, I would call on the representatives from Miami-Dade County to discuss their proposal.

BRUCE DRUM: Good afternoon, my name is Bruce Drum. I'm Assistant Aviation Director for Airside Operations. I'm speaking today on behalf of our aviation director, Mr. Gary Dallapa.

On behalf of the Miami-Dade Airport System, I want to thank you for giving us the opportunity to present our Department's recommendations for the redevelopment of the former Air Force base.

It's important for this panel to bear in mind that the additional capacity issues that are addressed today are not just South Dade issues, not just Miami-Dade County issues, but issues of great concern to all of South Florida.

In previous testimony, you have heard from other elected officials on what the decision on reuse means to the continued prosperity of this county. History is on the side of aviation.

The South Florida community has a long-standing prominent position in aviation

dating back to the first airline terminal in the United States. Since 1928 and continuing through tourism of foreign trade, this community has come through a line of aviation histories. as the underpinning of our local economy and the chief provider of jobs.

All is not well however. The current system of airports is taxed to the extremes of its limits and will prove unable to meet future market demands unless augmented by new aviation.

In support of this understanding, the airport has a display with documents and graphics on future aviation demand and our capacity to meet that demand. It's imperative that you understand that the inability to meet market demand, means loss of economic growth and seriously impacts our employment base and business community.

You may be aware of our efforts to accelerate the construction of a fourth runway at Miami Internationl Airport. That is the single most important element of the department's long-range development plan. However, this final plan to meet our capacity at Miami International will not be able to meet the air traffic forecast for beyond the year, 2015.

Our primary development strategy is to provide the facilities now as well as long-term demand. The critical element of this strategy is the flexibility to be able to react to future aviation growth that may be unforeseen today in stimulating foreign commerce growth.

Miami-Dade's most limiting capacity constraint today is the number of full service commerical runways available in our airport system to safely manage aircraft. MIA is currently at a point where no additional runway can be provided.

Numerous efforts in the last three decades to identify new sites in South Florida for a commerical aviation facility have proven fruitless. There are no other sites. Consequently, the most crucial issue confronting us today is a decision on the ultimate reuse plan for Homestead Air Force Base.

That decision will effect whether or not this community will be able to accomodate the tremendous world-wind growth in aviation that is forecast, a growth that we will be unable to meet with MIA and our other airports alone.

For example, as we reported in the SEIS, Opa-locka has air space and environmental issues.

From an aviation point of view, the conclusion is inescapable, we need the Homestead airport. The need for a long-term capacity demand will not come at the expense of environmental incompatibility.

One of the Aviation Department's objectives is to provide aviation to meet demands while ensuring a balance between environmental issues, quality of life and economic issues for Florida residents.

The SEIS shows there are no environmental impacts associated with the airport alternative. Commercial aircraft is found to be less intrusive on the Everglades than those resulting from the military presence.

Miami-Dade County is committed to ensuring that the plan and development of the commerical airport is done in an environmental manner. This is not just words. Miami-Dade Aviation has a track record of environmental responsibility. We've spent over one hundred and seventy million dollars since 1994 to address environmental issues. One of the main objectives of our current program is maintaining the environment not only of the air, but of the soil as well.

These are very real, very tangible statements to hear. The meaning is clear, that under the leadership of the County Commission and our County Manager, no one should fear the airport alternative. Miami-Dade Aviation is in full agreement with the activity proposed in the SEIS.

The projected operations provide for future demands. We believe that the airport is most compatible with the land use. Furthermore, advances in airplane and engine technology should be under consideration.

We have commercial flight activity. This is evident in the mandatory conversion statement. This change was effective January 1, 2000. Another example of this type of technology change is increase in the use of flights of the major air carriers.

In conclusion, we are at the crossroads as to the future of aviation in South Florida. This is our only opportunity to preserve a valuable airport, regional aviation, and allow this county to grow and prosper. Thank-you.

RAMON RASCO: Ladies and gentlemen, my name is Ramon Rasco. I represent the developer

selected by Miami-Dade County in a competitive process which resulted in a very fair and inclusive lease for the development of a clean high-tech airport that is compatible with our environment.

You just heard Bruce Drum for the Aviation Department. For the record, there is conclusive evidence that this community needs another airport and the logical and suitable site is Homestead. Ladies and gentlemen, there is no other feasible site in our community.

After seven years of the most comprehensive studies in our nation, we have now seen the results in the Draft SEIS, which is so strongly opposed by many groups. Some of the groups are not doing studies and trying to win with litigation. So I say to them, let them throw a bomb big enough to stop this project. We will not be intimidated.

Ladies and gentlemen, the SEIS conclusively shows that this airport can be built without damage to our parks or environment. The appropriate measures are taken. In addition to the SEIS and the other federal studies, this county has paid for over twenty-seven other

studies and mitigation plans that were developed in order to protect our environment from the impacts of this commerical airport.

The developer will put on the record and once again state publicly on the record that they are committed to making all appropriate mitigation efforts in order to build an airport that is compatible with our parks and environment.

Ladies and gentlemen, the airport plan at the former Homestead Base is the best plan for our community. Don't take my word for it, read the SEIS. And don't be afraid of intimidation tactics. Thank you, very much.

JUDGE COLONEL McSHANE: This concludes a presentation of information about the proposals. In a few minutes, we will begin the public comment portion of the hearing.

You will have several ways to provide your comments. If you brought written comments, please place them in the box on the comment table out in the lobby. Written comments do carry the same weight as oral comments, which are presented here at the hearing.

If you want to write down your comments

while you're here, there are forms on the comment table to do that. You can take a form home to complete and mail it back to the address which is provided on the comment form.

You can also write your comments in your own format and mail them in. You do not need to use the comment forms; they are only provided for your convenience.

You will have the opportunity to provide oral comments when I begin the public comment portion of the hearing in just a couple of minutes.

Let me tell you a few things about the public comment period. Since we've calmed down from the Tuesday night crowd, we're going back to the usual procedure. Elected officials will speak first, then we will hear from those that submitted cards today indicating their desire to speak.

I plan to call people in the order that their cards were submitted. And depending on the size of the crowd today, I may have the repeat public speakers wait until all new speakers have made their comments. Anyone who has not yet filled out a card, should do that as soon as

possible so we do not miss anyone who wishes to comment.

Each individual or organization will have three minutes to provide comments. You may finish your sentence when your time is up. Please stop promptly so we can hear the maximum number of people.

Boos and clapping take time away from the time the speakers will have to speak today. Please respect their viewpoints and let them make their comments without interruption.

When you are called up to the microphones in the aisles, please clearly state your name and the name of the organization that you are representing before you make your comments so the court reporter can get that down.

The transcript will be the permanent record of this hearing and will be published in the Final SEIS. Please do not provide any personal information in your comments if you do want to see it published in the finals SEIS. It's very important that you use the microphones so that the court reporter and everyone else in the room can hear you.

The focus now is to listen to your

comments regarding the contents of the Draft SEIS. Preceding this presentation, you had an opportunity to ask questions one-on-one of the technical staff and hopefully they answered all your questions.

Any further questions asked in the course of making your statements will be addressed in the Final SEIS rather than answered today. So again, please focus your comments on the Draft SEIS and the analysis of the reuse options.

If you need to have your comments translated into English and did not so indicate when you signed in, let us know when you come up to speak. If you make comments today and later decide you have additional comments or know someone who is interested in the comment process but was unable to attend any of the meetings, written comments can be submitted until March 7, 2000. The mailing address can be found in all of the available hand-outs.

At this point, I'm going to go ahead and start calling on people. First, State Representative Casiro Herrero. He doesn't appear to be in the room. I'll go to Mario Diaz-Velarde. He left. Okay. Patricia Keon. Patricia Keon, is

she here. Apparently not. Javier Souto.

000223 JAVIER SOUTO: Good afternoon, I'm Javier Souto, commissioner from Miami-Dade county. I'm here to express my support for the construction of the airport, for the refurbishing of the base so it will support a commercial airport.

As you know, Miami-Dade County is one of the most important areas of the world vis-a-vis the commerical air traffic. We have a global designation. We're a gateway to Latin America. We're known world-wide.

We have only one functional airport as you know. The airport is located in the middle of this great community. The way it's going, the airport is not going to accomodate so much traffic. There are sometimes three or four or five large planes landing at the same time. We don't have to be rocket scientists to understand that imposes a risk to our community.

For all of those reasons and also the reasons of the community that some of the people have expressed, I think it's really important that we develop the airport as a commercial airport. Thank you, very much

JUDGE COLONEL McSHANE: Representative Herrero here? Apparently not. Patricia Keon. Next individual will be Nestor Penedo and we need the translator.

000224 NESTOR PENEDO: (Through Juan E. Gandara, Sr, interpreter)

Good afternoon, my name is Nestor Penedo. I'm director of the Cuban Environmental Association. We have never been involved in any hearings in the State of Florida or Miami because we are the type of organization which is dedicted to denouncing in regards to the operation being done by the Cuban government.

We have realized our function for twelve consective years in the United Nations, sharing the philosophy of the Earth Summit for twelve years and the loss of space and sustainable development. Progress can live with the environment.

This airport is already an airport for military aircraft. We are detaining progress for the community that is needed. And the laws and the regulations of the protection of the environment are being followed and there is no

danger to us living together. Human beings are the most perfect realization.

All the species are not controlling each other, man has control of them and man has also destroyed part of the environment, but also has created measures to resolve problems.

There are interests that lead to developing businesses and they are bona fide, but there are also interests which do not act with their cards on the table because they have their hidden agendas. It's not the same thing and everybody knows who they are, trying to develop an area and who hide behind the mask of the environment.

Like it happens in Seattle where they are capable of sending noxious quantities of carbon dioxide into the atmosphere, we believe measures have been taken that are not going to affect the quality of life in Florida. Thank you, very much.

JUDGE COLONEL McSHANE: Next speaker is Santiago Portal. Again, we need the translater.

000225 SANTIAGO PORTAL: (Through Juan E.

Gandara, Sr, interpreter)

The two groups that are confronting this movement, the environmentalists, and those who want to develop this area of Florida, they could be very much in agreement with each other and thus reach the goals that they have proposed for themselves.

I have had the solution to the problem of the environment since 1987. I have tried to reach all of the govenmental agencies, including the White House. Nobody in the United States govenment wants to solve the problem of pollution in the environment. But I do believe there are millions of others who do want the solution.

I do hope that these gentlemen, the ones who are opposing the airport, and they have indeed invested millions of dollars, and the people of this movement, get together and eventually they can contact me so we can solve this situation because it could be solved. We can have conversion systems. It's time for all individuals who develop them to have an opportunity because it's necessary to reach the great development of this great nation. They do involve universities and technological institutes. I do hope that

somebody contacts me to talk about this important solution. Thank you, very much.

JUDGE COLONEL McSHANE: Next speaker is Dwight Kraai.

000226 DWIGHT KRAAI: Based on what I have heard, to me it's my opinion that it does not make sense to develop the Homestead Air Force Base to serve as a reliever airport. Port Lauderdale Airport already exists that's closer to Miami International Airport than the Homestead Air Force Base.

I enjoy trips into Biscayne Bay. It's absolutely wonderful to be able to anchor off of Elliott Key and other bay areas to enjoy a peaceful day, but the noise from the arrival and departure of hundreds of airplanes daily would be just terrible.

The Mixed-Use plan takes an existing airport and provides for economic development, yet it protects the environment. The Mixed-Use plan should be the one that is accepted. Thank you.

JUDGE COLONEL McSHANE: The next speaker

is Jon Ullman.

000227 JONATHAN ULLMAN: Hi, how are you today. My name is Jonathan Ullman. I'm the South Florida representative for the National Sierra Club. The Sierra Club is a national organization with about six hundred thousand members in the United States. We're the oldest and largest grass-roots environmental organization and we're absolutely opposed to the airport.

The airport will be destructive to two national parks, Biscayne and Everglades National Park. These are world resources that we have. Hundreds of visitors come to these parks every year and they do not want their experience to be clouded by a commerical airport with two hundred and thirty thousand flights per year in its first phase. That will be a plane every minute during daylight hours.

Now, you may ask why are we so concerned, what is the problem here. Well, the problem here is that we're not going to let the park areas that are preserved by this great nation that are preserved for eternity not just for the next generation but for the next and the next and the

next, be compromised by one entity.

This is a national park system. We get visitors from over the world who come to see the best of this great land. This commercial airport if built would be the largest commercial airport next to a national park in the United States. I'm going to play for you the sound that visitors will hear every minute and you tell me if it's acceptable to you.

(A recording was played.)

The rest of the country is not going to worry about this. Thank you.

JUDGE COLONEL McSHANE: OSCAR DIAZ:

000228 OSCAR DIAZ: My name is Oscar Diaz. I'm a citizen of this county for forty years and I think this is one of the most important issues that this community has ever been confronted with

I would like to consider myself an environmentalist. I love the outdoors and I enjoy national parks as well as anybody else. I'm the oldest person in the Association of Cuban Engineers. I have discussed this matter with many of my colleagues.

It's my belief that this airport is very necessary for this community. I believe that the pollution control and constraints that are going to be placed on this airport are not going to damage the environment. I believe that jobs will be created that are needed by this community.

By the way, I just want to make a comment about the gentleman that just spoke. He most likely flew into Miami. Thank you, very much.

JUDGE COLONEL McSHANE: Darren Harrell.

000229 DARREN HARRELL: Good afternoon everyone, my name is Darren Harrell. I'm a Representative of the National Audubon Society and Florida Audubon Society.

The Audubon Society is well aware that the residents of the Homestead community need jobs. We're not taking away from that. But what we're saying is that an airport is not the only solution. There are other alternatives.

The Audubon Society proposes more of a Mixed-Use plan. I'm going to speak to that in a minute. What I want first to talk about is what is being done.

A lot of the supporters of the airport and the Homestead residents that are wearing the T-shirts that say Airport Jobs, we appreciate seeing all the T-shirts, but I want to take a closer look at that. If you really think about it, the number of employees within an airport, the airport leases space to the airlines and the airlines take employees based on the amount of cargo they ship and the amount of passengers that use it.

It's not known exactly how many airlines will use the airport and how many passengers will go through each airline or how many jobs are going to be provided granted, thirty-eight thousand jobs is an ideal situation, but there is no guarantee that we will have thirty-eight thousand jobs.

Another point is, a lot of these jobs are hired-hand jobs, which means existing airline employees from Opa-locka, MIA and Fort Lauderdale will have first chance at these jobs. What does that tell you in reference to Homestead. All the hired-hand jobs will disappear.

You will not have the opportunity for these jobs because you don't have the experience and you're not in the Union. That is going to

mean the lower end of $6 and $7 an hour jobs.

A lot of people are saying they want to support their families. How are you going to support your families by making $7 an hour handling luggage. That's something that the airport planners have failed to discuss. They tell you we have thirty-eight thousand jobs, they don't address the income behind the thirty-eight thousand jobs.

Like I was saying, as far as the Mixed Use, Mixed Use will provide a large variety of jobs, not just low-end jobs which would be left, and it will provide jobs of a variety of levels for a variety of different people. Basically what I'm trying to say is this airport is just a quick major reaction to an economic problem. And we do admit there is an economic problem.

Well, my time is up, but I just want to say we can do better than promoting a program that is going to provide low-income, minimum wage, $5 and $6 jobs

JUDGE COLONEL McSHANE: Marielene Villamil.

000230 MARIELENA VILLAMIL: Afternoon and thank you. My name is Marielena Villamil and you pronounced it very well. I'm the president and CEO of a commercial research firm based here in Coral Gables.

Commercial development for the 21st Century needs more products and services. And Miami-Dade County has a comparative advantage in the sense of an airport. The role of Miami-Dade County has been an avenue of commerce between the United States and Latin America.

The role is already well documented by the recent studies of the Association of Florida Enterprise that indicates the strong need to expand the infrastructure of this county into the 21st.

The total trade in Florida reached a record sixty-nine billion dollars in 1998. In South Florida, which is District 52, which goes from Fort Pierce to the Florida Keys, it was about eight percent of the total. Our studies forecast by the year, 2003, total trade in Florida will reach a hundred billion dollars and a hundred and twenty-six billion dollars by the year, 2008.

This gives us a strong argument in favor

of expanding and enhancing the present infrastructure to handle efficiently the increased trade and job opportunities as Miami-Dade County attempts to benefit and to respond to future needs.

In essence, airports are the logistic centers for commerical trade. Increased trade means opportunities for Miami-Dade County, but it does not necessarily mean that we will be the recipients of such trade if the infrastructure is not present.

The airport in Homestead would be positioned so as to solidify the role of Miami-Dade County in the future trade area.

Therefore, the Homestead airport is necessary in order create jobs and and create economic activity in Miami-Dade County, Florida for the 21st Century. Thank you.

JUDGE COLONEL McSHANE: Alicia Kehrehahn.

000231 ALICIA KEHERHAHN: My name is Alicia Keherhahn. An airport will do irreparable damage to Biscayne National Park and Everglades National Park, our two unique treasures. The better

solution is to expand Opa-locka because they have the infrastructure. In fact, the mayor welcomed the idea and said he will provide what is the best development plan.

What would be the best way to protect the environment and provide jobs is the Collier-Hoover plan. How lucky we are that the Department of the Interior has recognized the threat imposed by the airport to the ecology, the safety of a nuclear power plant and quality of life in Homestead. The Collier-Hoover plan will provide jobs to the people of Homestead while preserving the wildlife and quality of our national parks. Please reject the airport plan.

JUDGE COLONEL McSHANE: Next is Michael Volante.

000232 MICHAEL VOLANTE: Good afternoon. My name is Michael Volante. Thank you for letting me speak today. I've been a resident of Miami all of my life. I was born and raised here.

As we heard, Miami International Airport may reach full capacity by 2006. I don't think anyone can deny that a relief airport will be

needed. Homestead Air Force Base is the only possible alternative. Logistically, it offers safety. Opa-locka airport does not.

The Collier plan is a weak attempt to create a smoke-screen over the issues. The last thing we need is another golf course or a public aquarium or shopping mall. Golf courses use fertilizers and use excessive amounts of water. An aquarium removes fish and animals from their natural environments. The Collier plan can be more of an environmental hazard than an airport plan.

The issues that have been pointed out by environmentalists against the airport, these issues have been addressed by the Draft SEIS study. And now it's time to move ahead to the betterment of our county.

I would like to create a new term today, an environmental realist. The definition I'll give to this term is a person that provides a solution to a problem which deadlocks environmental and human needs.

Being an environmental realist is difficult. It strikes a cord in the two opposite groups. It addresses the environmental needs and

uses new technology for food storage and water runoff as well as management

There is no reason that the future of this project should be jepardized over these issues. There is no reason that the future of Miami-Dade County should be jeopardized over these issues.

Let us be environmental realists and do the right thing, make the right choices and respect the environment and restore Homestead Air Force Base to its rightful place in aviation. Thank you, very much.

JUDGE COLONEL McSHANE: Edward Malcer

000233 EDWARD MALCER: My name is Edward Malcer. I've been in Miami since 1943 and I represent the 435th Aerotroop, a veterans association. We've been in the Miami area and the Homestead Air Force Base in the early 50s, when it was a small air base down there with a tower And we've flown aircraft C46, C198, 130s and jets. I had been stationed at the air base for training also for the Cuban Crisis during the 60s.

And basically what we would like to do is

just to have a place to stay because we were at the Miami International and we needed space so we moved to Homestead. We would like to have a continuation of the area reservists there in conjunction with the other facilities.

We should have a close relationship with all of South America and Caribbean regions of the world. Environmentally, you have the water and places for all of the people there. We want to keep that and also possibly for the Air Force to have a recreational area for the retired people and a place for families that would be reasonable and affordable, such as Hawaii, Europe and other places Thank you.

JUDGE COLONEL McSHANE: Next is Jose Romero.

000234 JOSE ROMERO: Hello, again, my name is Jose Romero. I'm here in favor of the return of the land to Dade County. Dade County used to have all the land and now it's time to give it back to Dade County.

An airport on this land has growth for the future. I think South Dade needs jobs, these

thirty seven thousand jobs. We need the airport. Thank you.

JUDGE COLONEL McSHANE: Greg Ballinger here? Next is Candida Mesa. We need a translator.

000235 CANDIDA MESA: (Through Juan E. Gandara, Sr., professional interpreter)

I would like to give my greetings to all the people present here. You are very cultured and intelligent and smart.

I come here because we have a right to give our opinion. I want to be brief. I have lived here since 1962 when it was clean and beautiful. My grandchildren have had wonderful times in the area.

I'm against the airport because it causes very many illnesses and we want to live and bring up our grandchildren in a clean environment. That's the most important thing.

I want to say to all of those people that know anything, first of all, the families are first. I don't know what else to say. Excuse me for being a housewife. Thank-you.

JUDGE COLONEL McSHANE: Gwladys Scott.

000236 GWLADYS SCOTT: I understand the need for the Homestead Air Base to continue to be a military airport, but the use of the land for a commerical airport is first of all a very poor location. It's in a cul-de-sac of what surrounds it. It would have to be approached from the north and have massive amounts of roadways to get people to and from it.

It will not benefit South Dade. Maybe it will certain individuals, but I presume a lot of the money would be made for folks that are not in South Dade. I presume there will be many jobs, but I presume that those also will not be for South Dade.

The major objection for me is that it is in the wetlands environment and has parks east and west and really The Keys to the south and it's on the edge of a population center. And there will be, unfortunately, even with state and county regulations, which this of course will come under, there will be ground water pollution. Currently there's that sort of problem at the Homestead Airport Base. And at this time, the Miami

International Airport is not free of pollution and that, unfortunately, will be the case in the future.

JUDGE COLONEL McSHANE: Next speaker will be Luisa Arce.

000237 LUISA ARCE. Hello, my name is Luisa Arce. My address is 26420 Southwest 122nd Avenue. I live in Naranja. I'm here today as a resident of my community, Naranja, and a neighbor to you. I want to speak on behalf of an endangered species, the people of Naranja.

I want you to know that my community has the highest unemployment in the South Dade County area. And it's also well-known that my community had been named the Dead Zone by our own county.

My community needs jobs. My community also has a great need for our children to have a better quality of life. The children are our future. We're starving in our area.

I want you to know that I have three children myself, which I would defend with my life and I defended the park in Naranja. I fought for that park. I defended the park, because it was

going to be what is now a golf course there. I think it's a waste of nature. There was land destroyed to be a lake. I fought for that.

I want you to know in my community, Naranja, this air base was the heart of it. Before Andrew, we had a great economy. After Andrew, not even the flies go there.

Airplanes are going to fly over my head and I'm in favor of it. Right now, everyone closes their eyes from 216th all the way to The Keys. Until they get to The Keys, they don't open their eyes.

And it's a shame that we're here today defending birds and frogs and we're forgetting about something that's very important, humans. Humans are first. Thank you.

JUDGE COLONEL McSHANE: The next speaker is Bill McHugh.

000238 BILL McHUGH: I'm Bil McHugh with McHugh & Associates, airport consultants. I'm here to speak for the conversion of the Homestead Air Force Base into a joint-use military and ancillary airport.

This airport has been at this location since 1930 and has had a variety of military operations during that period of time. Many of these operations have been active and very noisy because military aircraft make more noise than civil aircraft.

Therefore, suffice to say that the proposed civil use, along with the military use of this airport, does not interrupt the historical use of the airport at this area.

This type of conversion of a military airbase is not new. The military has turned air bases over to municipalities since the end of World War II. As a matter of fact, this airport was turned over to Dade County in 1946 and then reacquired in 1952.

Many of these facilities have been successful and have brought economic growth to the communities. As a matter of fact, in the United States today, there are fifteen thousand airports. And of those fifteen thousand, seven thousand are open to the public. Of the seven thousand open to the public, around four thousand have received federal assistance one way or the other.

Of that four thousand, six hundred and

fifty airports in the United States are subject to federal surplus property transfers as this facility would be. They have brought industry, either light or heavy, to the community, along with roads.

This successful formulation development over the years for air field reuse has derived sufficient land with the transfer in order to induce industry and to help support the airport. This has brought economic development to the community as well as additional jobs.

This is not to say that all of those living in the community today will receive jobs as a result of this transfer. This means that the opportunity is there for them to get jobs. Granted, many of the people that live in this area will not qualify for jobs, but some training will help them get the jobs they need. Thank you, very much

JUDGE COLONEL McSHANE: Next speaker is Paul Brohman.

000239 PAUL BROHMAN: Good afternoon, ladies and gentlemen. This is an issue affecting my home.

Even with the high professional caliber of operations of the U.S. Air Force, it is my understanding that prior agricultural land will be used to establish a buffer zone around the airport.

This land would become unavailable for agricultural due to run-off of airport contaminants. I find it difficult to understand how this does not constitute an unacceptable environmental impact.

Airplanes crash. Now, that's a truth. Consult the Miami daily newspaper to confirm this fact. I don't wish for a crash zone to border my backyard. Many speak for airport development, however no one whom I heard speak is going to buy my house located at the end of the proposed east-west runway.

Perhaps they're waiting for values to drop ten to thirty percent. I'll become a prisoner of my own home. No longer will the windows to be open to the South Florida breezes. Politicians choose to ignore my opinion. Of course these people don't live in my neighborhood.

Yes, this community needs jobs. The development of the airport, however, I cannot

support. It should not be necessary to destroy all that my neighbors and my family now enjoy.

Alternate proposals offer jobs, a lot of jobs. Mixed-Use can be a livable alternative. There's no proposal to provide for unskilled labor. As a certified tradesman living in Homestead, my rate of pay is $10 to $12 an hour. Don't be swayed by promises of high-paying jobs, it simply won't happen.

JUDGE COLONEL McSHANE: Eladia Armesto-Garcia:

000240 ELADIO ARMESTO-GARCIA: Good afternoon, ladies and gentlemen. My name is Eladio Garcia. I was on the Miami Zoning Board. I have three kids. If you go by US-1 and 216th Street, it's a Ghost Town. In the 21st Century, it can be compared to a Ghost Town.

My question to everybody is, what's the difference between an airplane carrying military personnel and other airplanes traveling with groceries and merchandise. What's the difference. Tell me, I want to hear it from the commission if there is any difference.

I used to be a pilot myself. There's no differnce. It's the same airplane, manufactured by the same company. Why now is it different if it's used for civilian purposes. Will you tell me the difference.

Yes, the people that know about aviation have said that the civilian aircraft, the cargo aircraft, produces less contamination, less noise. I'll be happy to tell you this is not true. And by the way, I'm been here for forty years and have four kids and eighteen grandchildren born in Jackson. Some live in Miami. I can speak for myself, my wife and four kids and my grandchildren, Cuban and American. Four children, all here.

What's the difference between their aircraft and civilian aircraft, their aircraft coming or cargo. Thank you for your time.

JUDGE COLONEL McSHANE: Lloyd Brown.

000241 LLOYD BROWN: Thank you. My name is Lloyd Brown, Director of Wildlife Rescue in Dade County. I would like to address a few things that have been badly represented here.

First off is that the environmentalists who oppose an airport are not from this area. There is not one family here that has more history in the county than mine. Except for the fourteen years that I spent in the Army as a Paratrooper, I've been in this county all my life.

During my time in the Army, I fought in two wars and in the Special Forces in the Middle East. Everybody here has the right to their opinions and their own safety. They're guaranteed that in the Constitution.

I heard that the Air Force Base is going to end this unemployment problem in Homestead. The fact is that I've got a document right here from the Department of Labor that states that the highest unemployment in Homestead happened in the seven months prior to Hurricane Andrew with Homestead Air Force Base fully operational.

The unemployment in Homestead was 10.3 percent. And as of October of 1999, four months ago, unemployment in the Homestead area was the lowest rate in the last ten years.

Tuesday night I heard someone say they would rather see an airplane crash into the Everglades than Downtown Hialeah. I agree that

would be better than the tragic loss of life. It would be tragic. We could get over the environmental damage and in a few years we would be able to tell where the crash site was. But if a plane crashed into Turkey Point, the crash site wouldn't be Homestead, it would be all of Dade County.

The SEIS said there was no environmental impact from this airport. Well, a few years ago they said the same thing about putting an air terminal in Alaska. Before that, they said it would be good to put a nuclear power plant on Three-Mile Island.

Myself and my organization, Wildlife Rescue, support the multi-use project as proposed by the Collier-Hoover foundation. Thank you.

JUDGE COLONEL McSHANE: Next is Carl McKenny.

000242 CARL McKENNY: First, let me thank the Air Force and the FAA for providing an opportunity to speak and commend you on the spirit and the manner in which the hearings have been conducted.

My name is Carl McKenny. I'm a professor

at the University of Miami and a Dade County resident for fifty-three years. Details of my qualifications will be included in a more extensive written submission. Because of time limitations, I'm using a prepared document.

In support of the regional airport plan, aside from any other aspects, three factors are evident and unchallenged.

First, in twenty years, regardless of new concourses, parking garages or control towers, both Miami and Hollywood/Fort Lauderdale International Airports will be at operational capacity.

Second, included in that, Monroe County, regardless of growth, will remain with a small commerical facility at Marathon and a little larger one at Key West. No suitable location in Broward, Dade County or Monroe County is available for an additional airport without severe and unacceptable ecological impact and potential damage.

Third, the property has existed as an airport for sixty-five years and has been the home at one time of B47s and B52 heavy jet bombers.

Given these factors, it seems to me that

to deliberately destroy an existing facility which would cost millions, if not hundreds of billions of dollars to replace, where there is a demonstrated need and no viable alternative, constitutes an ecological act that balances or exceeds its opposition.

I'm uncomfortable to find myself in disagreement with such fine world-wide organizations as the Sierra Club and the Audubon Society. I understand and empathize with their commendable passion in this matter, but I believe the better force is to work for greater environmental protection to enhance limitations and requirments in the transfer documents to Miami-Dade County.

I have five areas of concern that I will address in a detailed submission. First, I think more attention needs to be given to water run-off. We've had bad experiences over the years in Miami International in this regard and Biscayne Bay is pretty close. I don't think enough attention has been addressed to that.

Second, I think implementation of greater flight pattern restriction consistent with aviation safety are appropriate.

Third, and more importantly, because of the inevitable pressures for commerical build-up on airport periphery, we need to seek requirements to be enforced and engaged. Thank you, very much.

JUDGE COLONEL McSHANE: Francisco Fernandez.

000243 FRANCISCO FERNANDEZ: Thank you. My name is Francisco Fernandez and I need a translator.

(Through Juan E. Gandara, Sr. professional interpreter)

I come here on behalf of Cutler Ridge, Naranja, Perrine, Florida City and Homestead and others areas.

All of us know that after Andrew, our economy went down to the lowest point so that our population has to go to work in Miami and Hialeah. We don't know why we have to wait for eight years for this situation to be resolved.

We all love animals and we all love the environment, but the human race is also part of it. We believe that Homestead Air Force base can help to resolve all of the problems that we have in that particular area.

We hope that God will illuminate the minds of the people who oppose this and they will think about the people of the Homestead area and of the future of the Homestead area. Thank you.

JUDGE COLONEL McSHANE: Eugene Scott.

000244 EUGENE SCOTT: Good afternoon. I'm a resident of Dade County since 1945. I retired from Environmental Resource Management in 1992. I was also an environmental engineer in the Miami International Airport for eight years.

So my concerns as a human factor concern is the pollution involvement in an airport. If you take the City of Hialeah and Miami Springs, the ground is so contaminated that the present water plant, they had one of the largest installations in the country and I think in the world of ground water that's being produced in those two water plants. And this had nothing to do with the airport. The airport had its own pollution extending into 36th Street and around the area, not that far from the Miami Springs Golf Course.

So this was from the airport that caused

this pollution. You can probably control what is in the airport maybe, but not really on the outside. When I left in 1992, they were pumping one million gallons of jet fuel from the Miami International Airport, three hundred and sixty-five million gallons of gas a year. You figure one percent of this if it was lost, what is that, three million six hundred gallons a year.

When I was there for the eight years, we recovered from the ground over a half million gallons and we thought that was wonderful. And they had all of the monitoring valves and what have you. You have giant fuel tanks

Our mangroves and now we have national parks, we never had before. All of these are potentials. I feel that we have Tamiami Airport and Opa-locka Airport and so the commuter airlines with the smaller planes could use these airports and cargo planes could use Miami International Airport.

But my concern is the human factor. And no matter with all the environmental laws involved, I found hydraulic fuel in monitoring valves at Miami International Airport. I'll leave it at that.

JUDGE COLONEL McSHANE: Janet Harper. Lawrence Ress.

000245 LAWRENCE RESS: Ladies and gentlemen, my name is Lawrence Ress. My question is, what about Opa-locka Airport. You have Gratigny Expressway to the south, directly to the south, you have 836 to the west and north within a mile, you have I-95 and the Florida Turnpike within three or four miles distance.

An area that needs development is the Northwest Dade County area. It has a high unemployment rate, much higher than Homestead. There is a need for community pride. I think we have a moral obligation to help that segment of the community.

Those who live in the Opa-locka region need help. Redevelopment should be taking place in Opa-locka instead of Homestead. Most of the infrastructure is there.

We should not destroy the natural integrity of South Dade with an airport in pursuit of the dollar. In my opinion, the region of land around Homestead is already rural or close enough to it, so a conversion back to the natural state

would be easier.

If the people of Homestead are in such dire straits, let them migrate north to Dade County where they can help and assist Opa-locka in development. There should be a partnership of some sort in the operations of Opa-locka Airport. I would hate to see this not thought of because of ethnic make-up.

The developer is in such a rush to build because they're afraid if the people really understand what's happening, the project will be aborted. This whole project stinks of backroom politics.

People are concerned about jobs. The developer cares little about future generations. Mixed-Use is something that destroys the natural area. I love to play golf, but we need another golf course like we need a hole in the head.

JUDGE COLONEL McSHANE: Next speaker is Roberta A. Fellabam.

000246 ROBERTA A. FELLABAM: I share the concerns for the two national parks which are known worldwide and for the congestion and noise

in the environment. I also share the concerns about keeping pollution out of Biscayne Bay. I'm not sure that we can do that well enough to avoid serious harm to the bay even if we are complying.

However, I'm even more concerned over the process of the contract for this airport without economic studies to determine optimum use of this property, economic growth and environmental protection.

As far as I know, there were no economic studies done prior to awarding the contract; therefore, we don't know if this airport is really the optimum use for this property as far as providing jobs, as far as providing economic growth and as far as protecting the environment. And in addition, as far as I know, the county did not follow the process which would require for everything before awarding this contract. And I think the Federal Government should be concerned about these issues before turning over this air base for any specific use. If the SEIS had been done prior to awarding the contract, we probably wouldn't be here today. Thank you.

JUDGE COLONEL McSHANE: Rosalie E.

Leposky.

000247 ROSALIE LEPOSKY: I'm Rosalie Leposky and I've lived in Coconut Grove and have been here for quite a long time. I consider myself a supporter of conservation issues and I support the Miami-Dade County Airport.

There are far worse locations it could be considered for an airport. For fifty years, it's been in use as an Air Force base and I suspect with continued care, there is no reason not to continue to use it as an airport.

The only possible area of concern to me is related to the continued rising sea levels. A quick glance of the Environmental Impact Statement, it does not mention that.

JUDGE COLONEL McSHANE: Please, out with the phone. Do you want to repeat it.

ROSALIE LEPOSKY: The animals and bird life will adjust to the noise coming from the airport. The only possible area of concern to me is related to aviation use of the space and rising sea levels.

A quick glance of the Supplemental Environmental Impact statement does not mention high tide. Any long-time development of this land needs to consider these factors because of the slow but steady rising tides and the need in the near future. I will give you a copy of an article I wrote on the subject. Thank you for considering my thoughts.

JUDGE COLONEL McSHANE: It will be attached to the record. Gary Bremen.

000248 GARY BREMEN: While I was trying to decide what I wanted to say, I ran through many alternatives. I thought of the impact of the proposed international airport, what impact would that have on my personal life and the immediate neighborhood.

I thought about the errors that I found reading through the SEIS, for example, with reference to the Redlands, the noise and visual impact. I wondered how accurate it is. I thought about addressing that so many outsiders were involved in this process. I was born and reared right here in Dade County. How dare they come and presume to know what is best for my backyard. But

that's a moot point.

It's not as many would have you believe, just a local issue. The treasures that we have are national treasures and all should have their say.

I, too, have experienced dolphins jumping in the water. I have witnessed pelicans soaring overhead. I have seen the clear waters of Biscayne Bay. I have felt the power of nature in the mist of the bay caught in a storm.

The alternatives are not expected to provide as many jobs, but given the fact that we really know so little how these national systems operate, we know so little about how the operations impact these systems, I believe that we need to do everything in our power to minimize even small impacts to the environment.

We need to protect our national treasure of Biscayne Bay and the Everglades with the Collier-Hoover alternative

JUDGE COLONEL McSHANE: Mary Castellanos.

000249 MARY CASTELLANOS: Good afternoon, my name is Mary Castellanos and I'm a life-long

resident of Miami-Dade County and a Christian minister with a deep love of the Everglades.

I would like to first off thank the Air Force for its good stewardship of the Homestead area for all of these many years.

Now, as you know, the South Florida area has experienced incredible growth in the last thirty years, resulting in traffic gridlock, crowded schools and a high- stressed environment.

I find that the Everglades and Biscayne National Park are just about the only places where I can go to find peace and tranquillity and to restore my soul.

In two decades of bird watching and snorkling, I have seen a great deterioration of these two pleasures both in terms of damage to the coral reef and a substantial decrease in the bird population.

The report claims that an additional airport in Homestead will not do what it terms an unacceptable damage to the environment. I'm here to tell you passionately and unequivocally that at this stage of the deterioration, there is no such thing as an acceptable level of further insult to these fragile ecosystems. Urgent remedial action

is needed, not further damage to our precious environment.

Finally, I would like to point out that everywhere in this country where the false battle lines have been drawn between jobs and preservation, that when sanity has dictated that creation be preserved, jobs have also won out.

This false economy needs to be challenged. The airport is not the only source of jobs. Tourism is the number one business in Florida. Tourists are not going to come to dive amid dead coral or to fish with jets flying over their heads. We have a sacred responsibility to preserve this glorious environment.

In the name of my grandchildren and your grandchildren, I ask you to say no to the airport. Save the Everglades and Biscayne Bay. Let's make it a win-win situation for both the birds and the people of Naranja. Let's find a better alternative that will save the people and the parks. Thank you.

JUDGE COLONEL McSHANE: Clemente Rodriguez.

000250 CLEMENTE RODRIGUEZ: Colonel McShane, ladies and gentlemen, good afternoon. My name is Clemente Rodriguez and I've lived in Miami-Dade County all my life.

I have fished in Biscayne Bay most of my life. I am opposed to the commercial airport for two reasons. First, I do not want to hear or see a constant barrage of commerical airplanes overhead while recreating in Biscayne Bay.

It's bad enough that when hunting or hiking in the Big Cypress National Preserve, I have to see and hear commercial airliners constantly doing takes-offs and circling overhead and landing at the Jetport.

Number two, with gross mismanagement going on at Miami International Airport, as outlined in the Miami Herald's series of articles recently, it's a little wonder that politicians are salivating for the opportunity of another gold mine. In fact, if I had my way, I wouldn't let any of the politicians manage a restroom, let alone another airport.

I support the Collier redevelopment plan for three reasons. Number one, it is environmentally friendly. Number two, it would

also provide the much-needed jobs in Homestead. And last, but not least, it would allow us to obtain the oil and mineral rights in the Big Cypress National Preserve and limit oil exploration.

If facilities are truely needed, we can expand the facility at Opa-locka. I understand Opa-locka has an awful lot of excess land. I got the suggestion from a county employee as a matter of fact.

If not, put the airport in Broward county. Let Broward have the noise and pollution threats to the environment. Thank you.

JUDGE COLONEL McSHANE: Evelio Medina.

000251 EVELIO MEDINA: My name is Evelio Medina. I woke up and I said what am I going to talk about. I left my office today and saw the picture that I have in my mind of the Air Force or Army people, that the day after Andrew, because they didn't speak Spanish to deliver the food, the migrant workers left because they were scared and came back and picked up the food.

I'm very in tune growing up in The Keys

and know all of that area. We talk about the greedy and the bad developer. But then we see the beautiful Collier-Hoover foundation. They talk about the environment. Ladies and gentlemen, I tell you there is room for the Hoover and Collier plans.

All of land down there, we can turn into a beautiful economy for our tourists who come to this town. There is a gentleman here who sells furniture. Thank God, this lady, the older lady, Thank God we don't have a society that a mother can't speak.

The gentleman that eight years ago didn't speak when he was checking all of that dirty contamination, why didn't he talk about that eight years ago. The taxpayers were paying him and now pays his pension. He talks about it eight years later.

So what I'm getting at is very simple, the bottom line here is it's wrong, it's unadulterated what they are going to do to Dade County. Not only Dade County, but the whole area

And ladies and gentlemen, we should also live for the future of ourselves. We should also understand that we need prosperity in a way that

birds and frogs can live also. You have to understand, ladies and gentlemen, we need something for that area. They say there is no more room and Homestead is the only viable place. So if it's a viable situation, let's do it right, let them go to Broward County.

JUDGE COLONEL McSHANE: Sergio Gomez.

000252 SERGIO GOMEZ: Thank you, very much. Ladies and gentlemen, my name is Sergio Gomez. I'm an engineer by trade. I was a member of the Armed Forces for seven years. I was a member of the Navy and I'm a member of the U.S. Naval Civil Engineers, which is related to the same branch as the Colonel is.

I believe that these issues are going to be resolved. The issues of Homestead Air Force Base have been properly addressed and I believe this airport is needed for this county.

Let me tell you what is happening now. There's a lot of competition as to trade that is coming into Florida. And right now, Jacksonville, Orlando and Tampa are competing to get that trade from Latin America. If we do not prepare

ourselves to be ready for that trade, we are going to lose it and we are going to lose jobs.

We do need an airport and that airport is required for the big planes that carry the cargo. I have been inside of that base for many years and I know that the runway is built to hold 747s, that they used to hold the C-131s and the C-5s or the G-5s.

In any case, I also believe that this airport next to the water brings better safety for the coming of airplanes. And in addition to that, this airport is going to develop the economy. I buy from Homestead businesses and they need the jobs and require jobs. I also know the area south of the base, some areas that are commerical.

And if this airport is not developed correctly, I believe the environment issue is a legitimate issue. I, myself, enjoy the Everglades and enjoy Biscayne Bay. I use the marina every day -- not every day, but every week. I go out on my boat and I enjoy it. And I would support all of the environmental controls and I would be against any politician who would not use those environmental controls.

Therefore, ladies and gentlemen, I do

believe that we need to support this issue. The Collier people are coming in with something that I don't know that it can be developed. I have seen some of these things. I don't believe they can be properly developed. So therefore let's take care of this issue properly. Thank you.

JUDGE COLONEL McSHANE: Adrian Kates. Steve Reneger. Paul Haralson.

000253 PAUL HARALSON: My big concern is that we have a clear need for another airport. And in the future, this airport is going to assist in allevating a lot of congestion and traffic problems we're already starting to experience.

And anyone who lives here knows that we have been, as a community, somewhat short-sighted in terms of developing our infrastructure. We have to look at the recent growth of the city, that it is almost impossible if you try too late to build an infrastructure.

Our traffic gets worse and yet we don't build expressways. We don't build public transportation. Now we are going to have a problem with airport traffic. We know it's

coming.

We have a wonderful asset down in South Dade, a beautiful runway already in place. Why should we turn that down. It's being offered to the citizens of Dade County.

We shouldn't be short-sighted. If there were a good reason, a good environmental reason, then maybe I would agree. We already have extensive research showing that the environment isn't adversely affected.

And frankly, I think many of us who are here today either live or work within five miles of Miami International Airport. If I thought it was detrimental, I wouldn't live with my family within five miles of it.

Why should we have more facilities for alligators and birds. The Everglades are around that area. We should do for our own families, the people living and working around the airport.

We can have another airport and think toward the future. It's an asset that Dade County will have and we should take it if we can get it. And let's not let these environmental groups hurt our future. Thank you.

JUDGE COLONEL McSHANE: I've run through all of the cards I received except for one that was just handed to me.

What I propose to do at this time is go back and call the names of those that we skipped over earlier and see if they are here now.

State Representative Casiro Herrero. Afraid not. Mario Diaz. Not here. Mildred Terrill. Not here. Greg Ballinger.

000254 GREG BALLINGER: My name is Greg Ballinger. I'm a professor of biology at the University of Miami. I have a masters in sociology and I teach courses at Miami-Dade Community College. I'm basically here as myself.

I would like to first address a couple of issues in the SEIS itself. One is the data on the sound impact. The one thing that probably comes closest to measuring the impact that I relate to is time. It represents the eastern edges of Biscayne National Park one to two hours per day. Well, that doesn't sound too bad. But I don't perceive time over a twenty-four hour period. Like everybody else, I perceive it moment to moment.

If I go out and feed my birds or water my yard for ten minutes an hour and go back in the house, the birds will come back. If I go out every three minutes, I'm going to scare away the birds. What I think would be a more appropriate way of presenting this information is the frequency of disturbance, how often does the disturbance occur.

For example, two hours out of every twenty-four, I've got to tell you the airport is going to be running twenty-four hours. It's more than one minute out of every twelve minutes there will be an interruption. I think in terms of the animals, they're going to respond more to the frequency than to the total time over a twenty-four hour period.

Another issue I had with the report was the nitrogen. One of my problems is, all I can rely on right now is the summary. It seems in conflict with itself. In one paragraph it says there will be twenty-three percent more nitrogen from the air. But then in the biological resources, it says storm water discharge will occur, attributing to a high percent. Somewhere else, it talks about increase in the ammonia by

thirteen percent. Ammonia and nitrogen oxide or both.

I know if I had fertilizers in my yard, if I go too far, they would kill. I would like to see some verification of what is going on here with nitrogen. It talks about less than one percent of county emissions. That, to me, makes sense in a mediation document, an affirmative document. Who cares about what percents.

And the other issue of one percent county emissions is that the air quality or the earth quality in different parts of the county, north of Biscayne Bay is biologically much different than the southern end of Biscayne Bay. Thank you

JUDGE COLONEL McSHANE: Janet Parker. Is she here now. Apparently not. Mariam Oppenheimer.

000255 MARIAN OPPENHEIMER: My name is Mariam Oppenheimer. I live on Miami Beach. I've lived here for quite a while, not as long as many. I'm here to take a completely different course, which is the course of no-action.

Not only am I against more development in

that area, I would like to see the public funds being used to return the Everglades to its pristine state. Consider water clarity and the cleanliness issue from the construction that they created over the past hundred years from a military system that's in the Everglades.

I say no airport, no duel use, no action. Take that airport base that's there and replant plant species where the old runways were. Thank you.

JUDGE COLONEL McSHANE: We have finished with all of those who indicated they wanted to speak at the hearing. Has anyone else decided that you wish to make comments now for the record. I see one individual over there. Come up and state your name.

000256 DAVID BALLENTINE: My name is David Ballentine. I'm been here for forty-seven years. I've seen this town go from a small city to a big metropolis. Our elected officials seem to be building more and more and more dead-end streets because it's caused more pollution, more expenses and taxes go up. Moreover, it's going to take us

twenty years to build out what we've got now, as far as infrastructure and catch up with the building.

Airports are inherently polluters. There is no way that you can get around that. They're going to pollute the air and water and create noise pollution. If somebody says that it's not going to cause pollution, they're lying.

The Air Force Base down there is highly polluted. They've got a lot of field dumps down there that need to be cleaned up and need to be put back into a much more pristine condition and developed appropriately to save the area between the national parks and the air base down there.

An airport is not a feasable operation between the parks because of all of the pollution it's going to cause. I hope we can find something that is more suitable for that area and maybe move this whole operation to Opa-locka where they do have infrastructure in place.

JUDGE COLONEL McSHANE: Thank you, very much. Has anybody else decided you want to speak today. I don't see anybody.

I want to thank everyone for your

comments and for participating in this session of the public hearings. Your comments will be extremely helpful to the Air Force and other agencies in preparing the Final SEIS.

As we close, I do want to remind you that if you didn't comment today or you decide you have more to say, please write your comments down and leave them with the staff today or in the box on the comment table or mail them in later. Just make sure they are mailed by March 7th so they can be addressed in the Final SEIS.

Thank you, again, for attending. This hearing is adjourned at 2:45.

(The following private session was held:)

000257 JOSE MANUEL ALONSO: (Through Juan E. Gandara, Sr., professional interpreter)

I'm seventy-two years old. I have been in this country since 1966. When I came to this beautiful country, this was a countryside. With the contribution of us Cubans, we have made it possible to have this city.

The Homestead base was always an airport. The Miami International airport was very small.

And with our contribution and with the natural growth of this area, the airport has been growing more and more each day. I live in the northwest area and I'm within thirty blocks from the airport and we can't stand the situation as long as those cargo aircraft fly low in the morning, in the wee hours of the morning and the afternoon and the evening, too. It's very bad.

And everybody who has come to this country into exile looking for a better life for themselves, you know, the growth has increased tremendously and we can't even move around.

Moreover, when the Hurricane Andrew came and destroyed that entire area, of course it left them in a dire need of betterment. As a matter of fact, the Miami International Airport, they want to have a fourth runway. Where are they going to build it. They would have to close Northwest 36th Street.

So consequently, we need the relief airport to at least start helping with the cargo aircraft and this would help us all.

The environmentalists talk about crocodiles. They eat human beings. They are human crocodiles. My opinion is to go with the

airport because that is going to bring at least thirty-eight thousand jobs.

(Thereupon, the Public Hearing was concluded)

REPORTER'S CERTIFICATE

STATE OF FLORIDA
COUNTY OF DADE

I, CAROLYN BURNS, Court Reporter, certify that I was authorized to and did stenographically report the above-entitled hearing and that the transcript is a true and complete record to the best of my ability.

I further certify that I am not a relative, employee, attorney, or counsel of any of the parties, nor am I a relative or employee of any of the parties' attorney or counsel connected with the action, nor am I financially interested in the action.

Dated this 20th day of February, 2000.

CAROLYN BURNS
Court Reporter

Transcript of Public Hearing

February 3, 2000
5:30 p.m.–11:25 p.m.

Renaissance Ballroom
5901 SW 8th Street
Miami, Florida

ORIGINAL

HOMESTEAD AIR FORCE BASE
SUPPLEMENTAL ENVIRONMENTAL IMPACT SCOPING MEETING
February 3, 2000
5:30 p.m. to 11:25 p.m.

5901 S.W. 8th Street
Miami, Florida

APPEARANCES:

Colonel Michael McShane,
Chief Trial Judge, Air Force

Major Mike Chipley,
Representative of the Air Force

Anthony Rivas, Interpreter

THEREUPON:

The following private statements were made:

000258 DAMARIE QUINTANA: My name is Damarie Quintana. I'm a citizen of Miami-Dade County. I'm going to try to be very brief in trying to make all my comments.

I believe we need employment and we need an airport in Miami-Dade. I feel these so-called environmentalists are being hypocrites and they're being backed up by the Collier/Hoover plan to knock out the airport and make room for they offices, parks and golf courses, which I don't see how that can work here in Miami-Dade. We have enough golf courses here.

I don't understand why the environmentalists don't see and understand that the study says that the airport won't harm the parks nor the animals. What they are saying about the study and our government? That's why I feel they really don't care about the environment. They're being paid. As to Secretary Bruise Babbitt, it has been reported that behind the scenes politically he has political connection to the Collier Family. How convenient.

And as far as people living around the airport, they won't be the first nor the last. I know several people that live close to Miami International Airport. Where do they expect to build airports? To be built in the middle of the desert?

Another subject that the environmentalists bring up is that it is impossible that local people are going to get all the 38,000 jobs they say they're offering the airport developers. What they don't know is those are also indirect jobs that will be throughout the community, new businesses and new job openings besides the airport.

Thank you.

000259 ROBERTO SALAS: My name is Roberto Salas. As a resident of Miami-Dade County, I'm here to support the Homestead Airport project.

From what I have read and the research I have done about this project, I have come to the conclusion that the environment is not going to be damaged, instead, we are going to have more jobs, more opportunity, and more choices to improve our transportation.

Let's get together and nothing

selfishly, but instead, come together for the betterment of all the people in our community and support the Homestead Airport.

The decision to make it a commercial airport will go a long way in making South Florida a livable place for all.

Thank you.

000260 FRANCICA RODRIGUEZ: I am in agreement with the development for the airport. I believe it's the best for the community. In order to obtain jobs and prosperity.

000360 SARA GOMEZ: I believe that the airport is good because the opportunity for jobs are going to be available because lack of jobs is what brings delinquency and crime.

Above that, this is not only about the airport itself, it is towards the development for the community. People who live here have left for Orlando and Tampa because of the lack of opportunities here.

I believe that the environment with birds and animals, whatever it is, has nothing to do with our needs. We have lived together all of this time, nothing has happened. I love animals. I have two little pet dogs who are like my children.

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Everything is good, the life of the little pets, children, family, and environment.

Thank you.

000261 GLADYS GARCIA: I'm in favor of the development of the airport in Homestead. I believe it's going to bring very good opportunity of employment in the area and it's going to bring some decongestion of the Miami Airport because it is saturated. And it's going to bring opportunity of work for the area of Homestead, and Homestead needs them badly.

That is all.

000262 ESTRELLA BATEMAN: My name Estrella Bateman and I reside at 2170 Southwest 122nd Court, Miami-Dade County, Florida.

I have come here today to express my support for the proposal of developing Homestead Air Force Base into a commercial airport. I think that a second airport is much needed, as presently Miami International Airport is very congested and this situation is going to get worse, not better. I believe a second airport will benefit the entire community, especially Homestead, which is in much need of assistance, and the devastation due to Hurricane Andrew.

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A second airport will generate thousands of jobs for this community which will create great economic benefits and growth, and I think the SEIS study has confirmed the building of this airport is environmentally safe to our Everglades and Biscayne Bay, and I am very much in favor and support of this.

Thank you.

000263 CARL GOMEZ: My name is Carl Gomez. I'm a resident in Miami-Dade for 40 years, and I go in favor for the airport to be built in Homestead. We need the jobs in our community. Studies show that the airport won't harm the parks, or the Everglades. I don't see the Hoover Group can do any better than what they can do with the airport.

Thank you.

000264 GUSTAVO E. LANNES: I'm in favor of the development for the base for commercial airport because the airport was already constructed. The area was already taken care of, and also because the construction of the airport will have in place 38,000 jobs, and many more indirectly or directly related to that.

In regards to the noise related directly to the animals, Homestead Air Force Base was there

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for ten years at least, and they had the same or even more noise than before. Military aircrafts are noisier than commercial aircrafts, and I do believe that for the development of the community of South Florida the airport is good. And also because of the competition, as we say always that we're going to open the port of the Americas in Miami. Florida would be the only, and Miami for that matter, would be the only place which could say that they have both ports, commercial and civil airports.

I believe that is enough.

000265 ALEXANDRA MALINOVSKY: I just feel that the Air Force Base should be -- I'm in favor of the mixed redevelopment of the base development plan.

And I think that Dade County officials, you know, I am against the fact that they have not offered the development to outside contractors, basically for the commercial airport. I think that they have given, you know, favorite status to certain developers, and this is what I'm voting against.

I think that the county should look into using Opa-Locka as a commercial cargo airport, since that's already an existing facility, and I think we should look into protecting the environment as much

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as possible.

Thank you.

000266 GORDON TRACY NANCE: A couple of points I want to make where I can speak is that a lot of people think that this area is very pristine and as a nature preserve it's beautiful, and I would just like to remind them that it's that way despite the fact that planes have been flying in and out of there for 40 years.

I first went to Homestead Air Force Base and landed a jet there myself in 1959 and I'm not aware how long the base was in use before then, but from 1959 on it's been mostly in constant use with thousands of take-offs and landings a year. So the area surrounding it has stayed pristine in spite of the fact that there's an airport there.

I notice that when I fly to New York or Boston that flying times listed in the airline schedules are 30 minutes longer than they used to be. That's not because the planes are slower, it's because the congestion on the ground requires another 30 minutes for planes to maneuver on and off the ground, and this time is only going to increase as time goes on, and the congestion is only going to build.

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More important factor in needing a new airport here is the safety factor. We had a DC-8 that took off from Miami International on the west runway a few years ago, and it crashed, luckily with only one fatality on the ground. But had we had the easterly winds that normally prevail here that day, the plane would have been taking off to the east and would have crashed in a very populated area. And the airlines take off and fly right over some schools and even Jackson Memorial Hospital, and if we have a tragedy in the future in this congested area, it's going to be of major proportion. So the more traffic we can shift to an isolated area, the better we'll be.

I know that some opponents to this say that it would be terrible to have a plane crash in Biscayne Bay as far as the environment is concerned, but that fails by comparison to what damage would be done if it crashed in a concentrated area or a congested area.

So that's all I wanted to say.

000267 MARTHA M. SEOANE: My name is Martha Seoane, and I have lived in Miami-Dade County for 30 years, all my life actually. My address is 1421 Northwest 36th Avenue, which is just east of the

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Miami International Airport and in alignment with the runways and the flight patterns. So I've had planes flying over my home and my neighborhood constantly.

I can definitely say one becomes immune to the airplane noise, it really just isn't a problem nor a hazard and it has never created any sort of health ailments in my family nor anybody in my neighborhood, as other people may say otherwise.

I would also like to address how I feel about the Collier project. The Collier Family has never really been considered environmentally concerned. They have just over two dozen oil exploration permits to drill near the Big Cypress National Preserve, which is just north of the Everglades National Park, and this just took place no later than 1997. So I don't believe that they are very concerned about our environment. So I don't think that they're going to really take care of it.

Plus, if by disgrace to our community the Collier Project is approved, there will still be a military reserve base with 20,000 flights yearly. So, in my opinion, the only logical solution is to grant South Florida a supplemental airport for cargo

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and commercial flights. The Miami International Airport is in great need of some assistance.

000268 KARINA BECERRA: Hi, Karina Becerra. And it's hard to, like, put a whole history of my life and of the earth in three minutes, but I think that there needs to be a shift in paradigm thinking, like how there have been, you know, like throughout history.

And a lot of people are not educated to care about the environment. It's only that, it's just ignorance, it's nothing else. It's not their fault. It's actually everybody's fault. We need to, like, educate the community to take care of the environment, because we are connected to the environment and whatever happens to the environment is going to ultimately affect us.

And I don't understand how some people don't know that, it's so strange and so weird to me, but I just think an airport would incredibly, like, damage the eco-system so close to a national park.

We don't value them right now because life is so abundant, but it's not always going to be like that, and I grew up in a country here, you know, where nature was always such a big part of my life, and it's not always going to be there, and we

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have to think about our children to come. When they live, they're not going to be able to enjoy it because as of now resources are going down ever so quickly.

So if it's a job problem, we need to find a way. I don't have the alternative or solution for it. I'm just voicing an opinion for those who don't have a voice, which is eco-systems, animals, nature in general.

That's it.

000269 ADOLFO HENRIQUES: I'm Adolfo Henriques. I happen to be sitting right now on the Blue Ribbon Task Force Committee for the Airport that was appointed by the mayor. I've spent a great deal of time looking at the issues that impact our existing airport system here in Miami, and quite frankly, first of all, I believe that the study that was done supports the fact that the airport in South Dade at the Homestead Air Force Base is totally compatible with the eco-system; that it is not going to be an ecological problem; that we certainly will need the additional airport capacity as we go forward because Miami International Airport will be maxed out in the not too distant future and there are no other compatible sites within Miami-Dade County to

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accommodate an additional airport facility, other than this one.

This will be a huge employment creator for the South Dade market that absolutely needs it at this point in time.

Thank you.

000270 MARIA PAPAZIAN: My name is Maria Papazian. Good afternoon. I would like to make a comment first in English and then in Spanish.

I am here to express my opposition to the construction of the proposed commercial airport in the former Homestead Air Base. I'm concerned about the amount of air, land, and water pollution and sound pollution that the proposed commercial airport will represent. It is too much noise and it is too much for a sensitive and unique area.

Another concern that I have is it's in proximity to Turkey Point, and Biscayne National Parks. It represents too high of a risk to take with our environment and our health.

For these reasons I believe it is necessary to find alternatives to the development of a commercial airport, which threatens the peace and tranquility that our national parks offer. Simply the quality of our life will be deteriorated.

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000271 REY MARTINEZ: My name is Rey Martinez. My office address is 7000 Southwest 97th Avenue, Suite 104, Miami, Florida 33173.

I'm here on behalf of the development for the Air Force Base being turned into a commercial airport. I think that we have heard enough from our mayors, our commissioners, state representatives who are the ones that actually voiced what the people want in the area. And I think they have all spoken, except for maybe one commissioner, that they are in favor of this plan.

The plan has gone through several scrutinies, SEIS, meaning the last one, which is the state of the art investigation that was done for the development of the commercial airport, the findings I think are very clear and concise in the sense that they are for the development. That is really the only rational way to develop the Homestead Base in the sense of being a commercial airport. That will give them the flexibility also to keep the runway for their private use either for the military or for the law enforcement agencies that will need to use it at any given time.

I think the fact that the SEIS report has stated, and that's what I base my decision on,

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one of the reasons I base my decision on for the development, that is the most sensible thing to do with the base at this moment.

Of all the plans that have been put in place, this one is the one that will be better for the area. It creates the most jobs. The land stays in the public ownership of Miami-Dade County, and it will be leased to private investors to develop the base and other things such as industry, warehouses, shopping centers, office space, hotels, and the amount of money that it would generate to the area is what the people want.

The Collier/Hoover Plan basically puts the ownership of the land in private hands of the Collier Family, which is a multi-million dollar family, and what they're doing is they're swapping mineral oil rights, which would take billions of dollars by the county to be able to extract any oil from the national park, if any, because it's all speculative, and to place public owned land in the hands of a private family, I just don't see that. You're giving something for nothing. Those oil rights are totally worthless. It's like in California where they haven't gotten nothing out of it, and it happened in another state, I forgot right

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now.

As far as the space craft thing, that's extremely speculative. There's no developer set for it. So the only thing that could happen at this moment, the only thing that can really happen in Homestead and Naranja Lakes for a commercial airport for the betterment and benefit of the people.

People that come from Monroe County to protest, the ones from Ocean Reef, the average house is worth 1.5 million dollars. Why don't they take their money and give it to the poor folks in Florida City, Naranja Lakes and Homestead?

That's it. Thank you.

000272 RALPH PUIG, JR.: You know, usually when there's something new happening in a city or in a county, there's always people that are for and against a project, and that's only normal. But looking at this project, the scope of it, the original intent of the project has always been an airport, and I'm for the project because there is so many opportunities that could be for the community, not only for professionals, but for the people, public in general.

There's a lot of issues that have to do with the environment, but I think those have been

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addressed already. There's been studies showing that the impact of this airport as a commercial airport, the impact is minimum. It's just going to benefit everybody for the future generations of Dade County. It's going to make Homestead a major, and I quote, "major city."

What I see is a city that's going to be internationally known. It's going to relieve traffic flow going through the Miami Airport. It will create opportunity for the education, I believe so, because it's going to be a lot of money invested, the taxes and so forth that are going to be coming from this project. You'll have better schools. Definitely you'll have better roads, because they're going to have to be improved. It's just a great opportunity for the development of the whole county in itself, and for the State of Florida.

And I think that people are missing the point and the issue, bringing the issue of the environment, because that's one of the most important things, of course, the environment. And I think the group that is handling this, the people that are in favor of the project are very aware of that, and I just hope that this whole process pretty

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soon comes to a conclusion, because it's been a long process and I think they've taken all the steps necessary to show and demonstrate, not only to the county, but to the public in general, that it is a group of people that do care about the environment, care about certain issues that the position has, and I just hope it gets approved. Everybody is going to be benefited from it, and it's just a great project.

Thank you.

000273 OTTO FERNANDEZ: My name is Otto Fernandez. I own a property - I just recently owned the property on 19940 Southwest 240th Street, and I have several crops which I plant and develop.

One of the reasons that I moved into the area was because of the solitude of the area. That will all be changed as result of the commercializing of the Homestead Base, which is only going to benefit all these people that have been here prior to me. The developers, the Latin Builders Developers Association, or whatever, and that they are going to, if you let them, they will pave Florida from the East Coast to the West Coast. I know that because I work for the postal service, and I deliver to the new developments, the new developments that they are undertaking now, and I

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see that the quality of the property, not to mention the incapability of the new people that are moving to the area to pay the mortgages and you can tell that by the extreme amount of for sale signs. It will definitely benefit the people that work in construction, but in reality, it will benefit mostly the land developers who have no problem with paving Florida from the East Coast to the West Coast.

Now, I repeat, an airport development there, I happen to work next to Tamiami Airport, and the fall out from the flight-overs, which happens to be only, et cetera, et cetera, small planes damage the paint on the cars.

Now, if you have a commercial airport, such as the Miami Airport, half of that, the fallout of the flights is enough to pollute and destroy the eco-system and the Everglades and all that area, not to mention, we get our water from that area there, that will completely pollute. And who's going to pay for that? Well, down the road, somebody is going to pay for that.

I think this is all a gimmick from the dictator, Alex Penelas, that wants to control everything around here. I am very much opposed to his ubiquitous presence and he is now like a little

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dictator, and he has the control of all these developers here who, just their own idea is to forget, destroy now. My farm goes down and that's all I have to say.

Thank you very much.

000274 BEATRIZ QUINTANA: My name Beatriz Quintana. I live in South Dade. I'm with the people that want to make the airport, because I think Dade County needs an airport. There's not enough jobs in Dade County. And I also have a business in Fort Lauderdale, which is hard, because I could, you know, if it was something in Homestead, I could not find a business in Homestead, it's very hard to do anything in Homestead.

Thank you.

000275 EDIE DRIEST: Hi. I'm glad to be here to be able to express my opinion. I hope it's heard.

I definitely don't want to see this Air Base become developed. I don't know why Fort Lauderdale just can't be utilized for the additional need for air traffic. This proposed airport is, as we know, next to a few national parks that cannot survivor with the pollution that is caused by the airport, not to mention the noise, not to mention

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the human beings that are affected by this type of development as well.

Right now I live near downtown Miami under and air corridor, which is a miserable experience. Why do we have to keep bringing more of this in?

And the nuclear plant needs to be considered, obviously. I don't know if it's possible to make such a thing crash proof. So that's very close to the airport.

The marine life would be affected in a negative way. The water nearby would be affected.

There are alternatives I don't think we've looked at. One maybe is the Hoover development, and I think that's it. And I hope and pray that this is looked at very carefully and the quality of our life is examined.

000276 ROBERTO GARCIA: My name is Robert Garcia, and I live in the South Dade area, and the reason why I like this, to go through with this, number one, it relieves a lot of stress to the MIA airport traffic. It also gives liberty for 38,000 people for jobs. Plus, the ability for our properties to go up, sales prices on our properties to go up.

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Also, it helps people that want to travel not have to travel so far away to get to the airport.

Also, the economy is something that's going to be affected and at least the City of Homestead would once be recognized as a city in itself, rather than to be recognized as the City of Miami.

Thank you.

000277 SYLVIA GARCIA: Hi. I'm Sylvia Garcia, I own Capital Title. I'm an owner of a small business and I welcome the opportunity for not only 38,000 jobs for workers down in Homestead or for the City of Miami, or South Florida alone, but I also welcome the opportunity for investors to have an opportunity for growth in South Florida.

We've become a mecca of all different kinds of investment opportunities for not only people who live here, but also for Florida nationals. I think not only for job investments, but I think for the growth and potential that South Florida has is a definite plus for this airport.

In addition, I think the congestion of MIA will alleviate this. It will alleviate most of the, I think, security problems that we have at MIA,

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but it will also give an expansion or a different alternative as opposed to just MIA.

The opportunity for an additional airport here will give Miami a better outlook for visitors, as well as people that want to come and live here as opposed to leaving South Florida.

I think the best opportunity for South Florida will be to have an expansion of a better and attractive airport, and I think that will be a great solution and a great contribution to South Florida. So I really hope that this airport comes our way. It's something to look forward to the future. We're only getting bigger and better, and that will definitely make us a better city.

Thanks.

000278 PETER FISCHEL: My name is Peter Fischel. I would like to make a comment.

I'm a long time South Florida resident. And I recently, three years ago, purchased property down in the Redlands area. I would like to say I'm opposed to the development of the Air Force Base as a commercial airport for three basic reasons.

One, I don't believe it's a comprehensive community development plan. I think it's more for the benefit of a few business people

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rather than everyone else. I also think it's going to be detrimental to the community in that it's going to be a shifting the use away from what I think is desirable or a better uses, say from agriculture to industry.

I believe a lot of people in the community will not see the benefits. There will be exporter benefits or basically the problems associated with the development would be much greater than any benefit they'll see. For example, the other three regional airports are in less desirable areas. My.

Second reason is I think it's environmentally damaging. It's inconsistent with the use of the local environment. Obviously it's situated between two national parks. I'm sure there will be plenty of comments on that. I don't believe it's a benefit of the national parks.

Also, it's going to increase the pressure from development in the area, both commercial and residential. Obviously you have a limited amount of space left for natural areas in South Dade and I think those are more important than short-term economic benefits. So not only will we see more development, see decrease in quality of the

area.

The third reason I'm opposed to the airport is I think that we could do a better use of the area. I think it would be better to put all plans on hold and develop a great comprehensive region-wide redevelopment plan that will benefit all members of the community rather than spearhead and push this through as a short-term economic gain for a few.

000279 ROBERT CHISHOLM: My name is Robert Chisholm, architect. My office is at 7254 Southwest 48th Street, Miami, Florida.

By education and profession I'm an architect and urban planner, urban designer and I practice both on a full-time basis in Miami and in other areas of the country and the world.

I am in favor of the HABDI proposal for the redevelopment of the base. I think that any community must continue its economic enhancement growth in order to supply its residents with the necessary economic and social opportunities and development.

We have the technology in the United States and in the world to be able to coexist with the natural environment and the natural habitat and

all species along with mankind.

If it was in our hearts and intentions to develop this project in the proper and necessary manner, we have the capability to do so technologically and professionally.

A development of this nature at the former Homestead Air Force Base would be beneficial to the area, would be a benefit to Miami International Airport as a relief airport, and it would be extremely beneficial economically for the residents of South Dade, which is our next opportunity area for growth, short of higher density development in the UBD of Dade County.

Current and future development of aircraft equipment, it's coming into line that we'll have reduced noise levels. That is part of the future development in aircrafts, which is at hand. And all the environmental concerns, again, can be easily solved.

I have done projects in South Dade and on the base, and I am familiar with the economic and planning issues of the area, therefore, I recommend the HABDI proposal.

Thank you.

000280 NANCY MORENO: My name is Nancy Moreno.

I've been a resident of Miami-Dade County since 1962. I am in favor of building the airport and Homestead, because I remember the Air Force Base a long time ago. I believe this new airport will create a lot of jobs for unemployed people and will enhance the City of Homestead immensely with all the new businesses that are going to open around them.

I also heard that the Homestead branch of the Baptist Hospital will be closing because it has no business. With this airport it won't be able to close because people will go there and also the MIA, the Miami International Airport is very congested, and the fares are very high. Every time I fly I have to go to Fort Lauderdale because the fares there are lower. If there's an airport in Homestead, it will be closer to me and airlines with lower fares will move there.

Also, I have lived 20 years across from the Miami Airport where there's a lake with manatees and birds all around it, and nothing has ever happened to them. So I don't think that the pollution issue and the environmental issue has anything to do with it.

That's my opinion on this issue.

000281 STEVE HAGEN: My name is Steve Hagen.

I'm a businessman, I'm also an environmentalist. I live in the takeoff pattern of MIA, and I do benefit from having an airport close to me, because I'm cargo, I use the cargo facility as an importer.

In one hand, I would love to have traffic relieved from MIA and taken to some other airport. However, in this instance, I believe that would be a disastrous decision to be made.

I quote the last paragraph from the Department of the Interior.

It says: "The Air Force's goal is to dispose of this surplus property in a manner that supports local community plans for economic revitalization of South Florida and protects Biscayne Bay and the nearby national parks."

Now, the key in this sentence, and I assume that this was all very thoughtfully derived at, is "local community", "to best preserve support the community plans for the revitalization of South Florida."

An airport is a regional type of facility, therefore, and the location of it, especially between two national parks would be disastrous and not nice.

I fully support a mixed-use plan, as the

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Department of Interior has suggested.

000282 TERE GARCIA: There's one thing that South Florida economy depends on and that is air travel.

I am here on behalf of the Greater Miami Chamber of Commerce Transportation Group. The Chamber has supported on record the conveyance of the Base to the County and to the airport, and it has also approved the use of it as a reliever military and passenger airport. This means to be planned accordingly as to mitigate any negative impacts that it may have, but we must remember that historically this was a military airport.

This is the time to move ahead with this, given the result of the EIS. We need the jobs, and we need our aviation industry to continue growing and providing for the county the type of economic growth that it deserves.

000283 NICHOLAS ROBULOCK: What do we want first? What is more important to us? The jobs that are going to be provided by an airport, faster transportation, more available transportation, or do we want to have green grass? We don't even know who gave it to us, it's much more precious than the airport that we can build.

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By building this airport, it's going to destroy it. It's going to demolish it. It's going to pollute it. And that forest is much more important than an airport, much more important than faster transportation, much more important than providing jobs for people.

The silence of trees and the silence of nature, the silence of animals, the silence of nature is something we have to carry on to our kids. We can't carry on airports. We can't carry on polluted waters, polluted sewers. We need to maintain our forests for our kids. We need to keep the grass green, the water wet, clean.

Thank you.

000284 EILEEN SMITH: Please don't let our children, the children of Florida, and the children of the world grow up without an Everglades and without a Biscayne Bay. Allow the next generation and more to hear the call of the Osprey and the grunt of the alligator and maybe even the roar of a Florida panther, this will be music to their ears. The deafening noise of one aircraft flight per minute is no legacy to look at.

I believe we can have jobs and quality of life. Please support the Collier plan. It was

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once said the Everglades was a test and if we passed, we get to keep the planet. Now, the airport is a test, if we stop it, we pass, and we get to keep the Everglades and more.

Margery Stoneman Douglas passed away last year and she was the first lady of Florida and of the Everglades. She fought this battle against an airport.

Once again, let's win it again, in her memory and for the future of her children.

Thank you.

THEREUPON:

The following public proceedings were had:

COLONEL McSHANE: I do have a couple of administrative announcements before we get started.

If you brought signs or banners into the room, I would ask that you do not raise them up from your seats. You will be blocking someone else's view, and that will be appropriate. Don't do that.

One thing I've seen in the several hearings we've had here, there are an awful lot of you that have cell phones. They are very distracting when they ring, so please turn the ringers off and put them on vibrate or just turn the

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phones off completely so that you do not disturb the proceedings with your cell phones. If you're doing that when we have speakers up here, I will ask you to leave.

We do have the capability to translate my comments and the briefing that Major Chipley will give tonight into Spanish. If there is any interest in having that done. Doing so, however, will take away about 15 minutes from the public comment period. We would be happy to do the translation, if there is interest.

Could I have a show of hands if you are interested in having the translation into Spanish?

I only see one hand, and somebody's offered to translate for her. I think it's probably best if we maximize the time available for the comment period.

Good evening, ladies and gentlemen, and welcome to this public hearing on the draft Supplemental Environmental Impact Statement on the disposal of portions of the former Homestead Air Force Base.

I'm Colonel Mike McShane, and I'm the Chief Trial Judge of the Air Force, stationed at Bolling Air Force Base in Washington D.C.

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My normal duties include presiding over Air Force courts marshal, but this week I have been made available to preside over this series of five hearings which are being held in this area concerning the disposal and subsequent reuse of former Homestead Air Force Base property.

I have not been involved in the development of any of the proposals that are being considered. My job is to make sure that we have a fair and orderly hearing.

Thank you for taking time from your busy schedules to come here tonight for this public hearing. If you are interested in doing so, I hope you took the time to visit with the technical staff prior to this portion of the hearing and to look at the exhibits that are in the back and along the side.

In preparing this draft Supplemental Environmental Impact Statement, or draft SEIS as you will hear us refer to it all night, it was the Air Force's goal to understand the environmental implications of deciding for what purpose and to whom to convey surplus property at former Homestead Air Force Base.

The draft SEIS examines reasonable ways

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in which the property might be developed and used and the reasonably foreseeable environmental consequences of the alternatives.

At this time I would like to introduce Major Mike Chipley of the Air Force Executive Issues Team. He is an engineer by trade with a Ph.D in civil engineering from the University of Colorado.

Major Chipley will discuss the proposed action and alternatives and provide a short synopsis of the reuse issues. Since the overall purpose of these hearings is to obtain input from you on the contents of the draft SEIS, the presentation will be short.

Major Chipley?

MAJOR CHIPLEY: Thank you, Colonel McShane. I too would like to extend my thanks for all of you taking time to provide your comments on the draft SEIS.

For the past several years we have been engaged in the process of completing realignment and reuse of the former Homestead Air Force Base as required by the Defense Waste Closure and Realignment Act.

The Air Force's primary goal in this process is to transfer the property in a manner that

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supports local plans for local revitalization for South Florida and protects Biscayne Bay and the nearby national parks. A disposal must also be compatible with the continuing existing military and law enforcement missions.

The Air Force and the Federal Aviation Administration, or FAA, are the designated lead agencies for the draft SEIS. The Air Force has a decision-making responsibility for the transfer of the property. The FAA has the decision-making responsibilities for airport facilities.

There are three cooperating agencies, one cooperating agency is the National Park Service, because it manages Biscayne National Park and Everglades National Park. Another cooperating agency is the U.S. Fish and Wildlife Service because of its responsibilities to ensure threatened and endangered species are adequately considered and because of the proximity of the Crocodile Lake, National Wildlife Refuge.

The third cooperating agency is the U.S. Environmental Protection Agency because of its regulatory responsibilities.

The contractor hired by the Air Force to actually conduct the analysis is Science

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Applications International Corporation or SAIC for short. They have been supported by another contractor, Landerman, Brown, which performed the airport's planning and noise analysis.

I would like to take a couple of minutes to update you on the SEIS process, and what has occurred since the scoping period ended in July of 1998. More than 440 individuals, organizations, and agencies provided written input during our 132-day scoping period and 195 people spoke at our public scoping meetings. The size and complexity of the draft SEIS has grown substantially because of the number and diverse nature of issues and because of the many federal agencies, state and local governments, private organizations, and concerned citizens involved. Midway through the analysis two mixed-use proposals were received which were incorporated into the analysis.

We recognize that this has been a long process for everyone. We want you to know that many other communities have also struggled through the base closure process. Some former bases have been developed for aviation uses, others for non-aviation uses. The success of redevelopment depends upon the local community involvement and support.

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The draft SEIS examines a number of reuse alternatives for remaining surplus property at the former base. Ongoing reuse involving property that has already been transferred, like the Job Corp Center, the Dade County Homeless Trust, the regional park and other deeded properties would continue under any of the alternatives.

The alternatives underwent thorough and complex analysis of the environmental and economic impacts that could potentially occur as a result of redevelopment. 14 topics were used as the basis for the analysis. Public and agency concerns that were expressed at our scoping meetings identified important issues that helped focus our analysis. Those concerns have been incorporated throughout the draft SEIS.

When the reuse planning process was initiated for Homestead Air Force Base, Miami-Dade County was designated as a local reuse authority to develop a reuse plan for the former base. The county has proposed that the 1,632 acres of remaining surplus property at former Homestead Air Force Base be transferred to Miami-Dade County Aviation Department for development of a commercial airport. This is the proposed action addressed in

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the draft SEIS.

The analysis of the proposed action included identifying and assessing new flight tracks that would be used at the commercial airport. Airport operations, in general, are characteristically different in commercial or residential land uses in the types and numbers of vehicles, equipment and people, and the resulting impacts on the environment. The main issues of the proposed action involve air pollution, storm water runoff, and noise levels.

Another alternative examined in the draft SEIS is a commercial space port. The main issues with the commercial space port alternative involve the uncertainties related to the licensing process, safety, and potential increases in noise.

Three approaches were examined for non-aviation use presented as the mixed-use alternative. Market driven development, the Collier Resources Company proposal, and the Hoover Environmental Group Plan. The mixed-use alternatives could create higher intensity of use in a shorter period of time, but may have less environmental effects on the national parks.

The draft SEIS also includes the

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no-action alternative, which means the property continues to belong to the government and reverts to caretaker status.

Under each alternative the Air Force, the Florida International Guard, and Customs Service continue to use the runway for their current military and law enforcement missions.

The draft SEIS addresses each alternative in the context of future growth in South Florida and also takes into account potential cumulative impacts of other projects. It also includes some historical information where available.

Your views and comments on the draft SEIS will be important as we work toward completing the final SEIS. We are now about halfway through the 60-day public comment period. We scheduled these hearings to provide you an opportunity to review the draft SEIS and formulate comments you can give here today and also to provide some time after these hearings so that you can incorporate things that you might hear tonight into written comments. Whether you choose to comment today or to provide your comments in writing between now and March 7th, we look forward to receiving your inputs in

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assisting us in completing the final document.

The final SEIS scheduled for completion in July, 2000 will include comments made at the public hearings or submitted in writing during the public comment period for the drafted SEIS, along with Air Force and FAA responses to your comments.

A decision on what action will be taken concerning the transfer of the disposal property will be made no earlier than 30 days after the publication of the final SEIS. We'll continue to distribute news releases and send news letters to those on our mailing list throughout the final course of the SEIS process. Anyone wishing to be added to the mailing list should complete an attendance card located in the foyer at the registration table and check the appropriate box on the card.

In summary, I would like to say that we do understand that this is a complicated and often frustrating process. Let me reiterate that neither the Air Force, nor the FAA proposes to directly develop the surplus property. The Air Force's goal is to transfer the land in a manner that supports local plans for economic revitalization and protects Biscayne Bay and the nearby national parks. A

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disposal must also be compatible with continuing the existing military and law enforcement missions.

COLONEL McSHANE: Thank you, Major Chipley.

Each of the proponents of an alternative was offered the opportunity to describe the proposal and speak about it. Miami-Dade County representatives have been given 10 minutes to speak about their proposal. You may also have noticed that some of the other proponents, although they elected not to give a presentation, have material available at tables at the back of the room.

I understand Mayor Penelas will start the Miami-Dade County presentation.

MAYOR PENELAS: Ladies and Gentlemen, good evening. Let me start off by thanking both you, Colonel McShane, and Major Chipley for the fashion in which you've conducted these hearings over the last few days. I think we all owe them a round of applause.

On behalf of Miami Dade County this evening I'm joined by our aviation director, Gary Dellapa, and Bill Johnson from the manager's office, and they will be saying a few words after I am done.

My testimony tonight, Ladies and

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Gentlemen, and for the record, and folks on the issue of providing South Miami-Dade County with an environmentally balanced foundation for both growth and improved economic viability, and I strongly believe that both of these goals can be achieved through the redevelopment of the former Homestead Air Force Base as a limited commercial airport.

I cannot over emphasize the importance of this base property in meeting Miami Dade County's future aviation capacity needs. Miami International Airport is the only commercial service airport in Miami-Dade County. Even with a current addition of a fourth runway, Miami International Airport will fall far short of the demand of the commercial services capacity sometime between the year 2006 and 2015.

This point was clearly confirmed in the recent Supplemental Environmental Impact Statement, and, as we all know, aviation facilities do not materialize over night. They are decades in planning, regulatory and implementation phases.

I would further add that a commercial airport at the former Homestead Air Force Base also meets the pressing economic needs of South Miami-Dade County. The airport use will provide far

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more good jobs than any of the alternative uses, 38,000 jobs and full build out in over one billion dollars in new earnings, as substantiated in the Supplement Environmental Impact Statement.

At the beginning of my remarks I spoke about balancing the needs of economic development with those of environmental protection. As mayor of Miami-Dade County, I want the record to be very clear that this project has my unwavering commitment to the development of Homestead Regional Airport in an environmentally safe manner. Over 27 mitigation plans and studies at a cost of over 8 million dollars have already been completed to ensure that Homestead Regional Airport is totally compatible with its environment.

It is important to know here that growth is projected to occur in the South Miami-Dade County area with or without reuse of the disposal property at the former Homestead Air Force Base, but we are prepared to deal with a growth in a responsible manner. In fact, the superintendent of Biscayne National Park has identified that wild resources, buffer land, and noise as the most serious potential impacts from outside the park. Here is our progress report on mitigating these impacts.

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First, Miami-Dade County has committed to the concept of a buffer zone around this to minimize the impacts of secondary development supported by federal, state and regional governments. We will address this need head on. We'll also continue to hold the line on the urban development boundary the legislative initiative which I strongly support.

Thirdly, our storm water drainage system for the base will comply with the strict regulations set forth by the South Florida Water Management District.

Four, our noise mitigation and management plan will consider the date it develops in Biscayne National Park's sound-scape plan to further understand noise issues.

Fifth, a mitigation plan for military canals being developed, initiative I supported in several communications to the federal government.

Sixth, Miami-Dade County is committed to the redevelopment of the former Homestead Air Force Base as a single runway facility.

And, seven, my final pledge to you, is that Miami-Dade County will seriously consider returning 39 square miles of precious land and

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attended middle rights in the Big Cypress Preserve area to the Federal government.

As you all may know, that land is currently the site for the Dade Collier TMT airstrip. That site, if this proposal is approved, will be forever abandoned to close the hole in the donut if our proposal to develop Homestead Regional Airport in an environmentally sensitive manner is adopted by the federal government.

Thank you for your attention. At this time I would ask Gary Dellapa to continue Miami-Dade County's presentation.

Gary?

GARY DELLAPA: Thank you. I too would like to thank the panel for giving us the opportunity to relay our Department's recommendations regarding the development of the former Homestead Air Force Base. It's important for everyone to bear in mind that I'll be talking about capacity issues. And those are not issues that just affect South Dade or even Miami-Dade County, they affect all of South Florida.

Previous testimony you've heard from the mayor and other elected officials on what the position of reuse means, this should continue the

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prosperity of our region.

The current system of airport is taxed to the extreme of its limits and will prove unable to meet future market demands, unless augmented by new facilities.

On the rear here, actually to my left, the airport has a display with documents and graphics on future aviation demand and our capacity to meet that demand. It is imperative that you understand that our inability to meet market driven demands means loss of economic activity and serious impacts on our employment base and business community.

Many of you are aware of our efforts to accelerate the construction of a fourth runway at MIA. This project is the single most important element of the Airport Department's long range development program. However, this final incremental gain in MIA's capacity will not be able to meet the air traffic forecast far beyond the year 2015.

Our primary strategy is to provide the facilities to meet both near and both long-term demands. The critical elements of this strategy is to preserve the flexibilities to be able to react to

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the future urban conditions that may be unforeseen today, such as a free Cuba, the growth of e-commerce, or the success of the Free Trade Agreement that the Americans have been simulating foreign commerce.

Miami-Dade's most limiting capacity constraint today is the number of full-service commercial carrier runways available on our airport system to safely manage an aircraft before it reaches to forecast levels.

MIA is quickly reaching saturation and it's at the point where no additional runway capacity can be provided. Already we are experiencing dislocation upon airport businesses due to space limitations caused by development of our new fourth runway.

Numerous efforts in the last three decades to identify new sites in South Florida for commercial aviation facilities have proven fruitless. There are no other sites. There isn't even another site.

Consequently, the most crucial issue confronting us today is the decision on the ultimate reuse of Homestead. That decision will affect whether or not this community will be able to

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accommodate the tremendous worldwide growth in aviation of this forecast. This is growth that we will be unable to meet with MIA and our other airports alone. For example, it was reported in the SEIS, Opa-Locka has fought with airspace environmental justice issues.

From an aviation point of view, the conclusion is inescapable. We need Homestead to meet all of our needs, for passengers, for maintenance, for military, law enforcement, cargo, and general aviation. However, the need for identifying long-term capacity demands will not come at the expense of environmental compatibility. Miami-Dade County is committed to ensuring that the plan and phase development of the commercial airport alternative is implemented in a environmentally compatible manner. Miami-Dade Aviation Department has a substantial track record of environmental responsibilities. We have spent over 170 million dollars since 1994 to address environmental issues. One of the main stays of our current 5 billion dollar construction program is maintaining the environmental quality of not only the airport but of the surrounding communities as well.

The airport is in full agreement with

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the activity levels proposed in the SEIS. The projected flight operations provide for future demands. We believe that the aircraft fleet mix described is the most compatible with a joint civilian/military use of the airfield.

Advances in airplane and engine technology will offset future noise created by commercial operations, for example, things like the mandatory conversion of the staging in engines, which went into effect January 1st of this year and the use of quieter regional jets.

We're in the crossroads of future of aviation in South Florida. This is our only opportunity to preserve a badly needed airport to the regional aviation system and to continue to allow this community's aviation industry to grow and prosper.

Thank you.

COLONEL McSHANE: Thank you.

BILL JOHNSON: Good evening. my name is Bill Johnson, the senior assistant to the county manager, Merrett Stierheim. I appreciate the opportunity to be with you this evening.

I have 30 seconds, and in that 30 seconds I want to say that the role of aviation

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here, not just Miami-Dade, but in all of South Florida is of incredible importance. I think everyone in this room probably realizes that our number one industry here in Miami-Dade County is tourism. Over 10 million visitors visit our community every single year, spending over 16 billion dollars.

I'd like you to know that 95 percent of all of those visitors to Miami-Dade County come by air. One-fifth of the entire work force here in Miami-Dade County is employed directly or indirectly through our aviation system.

The airport, therefore, obviously, is of incredible importance to the economic wellbeing of our community. It is, therefore, vital that we have the opportunity to be able to continue to grow. This additional air capacity at Homestead is essential for the health of our community.

Thank you.

COLONEL McSHANE: This concludes the presentation of information about the proposals. In a few minutes we'll begin the public comment portion of the hearing.

You have several ways to provide your comments. If you've brought written comments,

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please place them in the box on the comment table out in the lobby. Written comments, I do remind you, carry the same weight as well as comments presented at the hearing.

If you want to write down your comments while you're here, there are forms at the comment table. You can also take a form home to complete and mail it back to the address provided on the comment form. You can also write up your comments in your own format and mail them in. You do not need to use the comment forms. They are only for your convenience.

You will have the opportunity to provide oral comments when I begin the public comment portion of the hearing in just a couple of minutes.

Let me tell you a few things about the public comment period. Elected public officials will speak first, then we'll hear from those who submitted cards today indicating their desire to speak. I normally call on people in the order that the cards were submitted. However, as I announced at the earlier hearing today, depending on the size of the crowd tonight, I may have the repeat public speakers wait until all of the new speakers have made their comments. Since I do have 58 new

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speakers who signed up, I will call on them first and have the 23 repeat speakers wait until the new speakers are done.

Each individual organization will have three minutes to provide comments. You may finish your sentence when your time is up. Please stop promptly so that we can hear from the maximum number of people. Boos and clapping take away time from the speakers. Please respect other's viewpoints and let them make their comments without interruption.

When I do call on you, please come up to the microphone here, or at the other side of the room, and clearly state your name, the name of the organization, if any, you are representing before you begin your comments.

The transcript of this proceeding will be the permanent record and will be published in the final SEIS. Please do not provide any personal information in your comments if you would not want to see it published in the final SEIS.

It's very important that you use the microphone so that the reporter can hear you and that everyone else in the room can hear you. It's also important that those of you who are talking back there, and you know who you are, will please

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quiet down so that we can have an ordinarily hearing. If you've got to talk, you can step outside and do it. The focus here tonight is to listen to your comments regarding the contents of the draft SEIS.

Preceding this presentation, you had an opportunity to ask questions one on one of the technical staff and hopefully they were able to answer your questions. Any further questions asked in the course of making your statements will be addressed in the final SEIS rather than answered tonight. So, again, please focus your comments on the draft SEIS and the analysis of the reuse options.

If you need to have your comments translated into English and did not so indicate when you signed up, please let us know when you get to the microphone. If you made comments today and later decide you have additional comments or know someone who is interested in the comment process but cannot attend any of the meetings, written comments can be submitted until March 7th, 2000. The mailing address can be found in all of the available hand-outs.

I think you folks will be happy to know

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that we only have two representatives of elected public officials tonight and then we'll swing right into the public. We have Carol Klingbiel speaking on behalf of Commissioner Sorenson.

000285 CAROL KLINGBIEL: Good evening. My name is Carol Klingbiel. I'm representing Commissioner Sorenson. She sends her regrets that she can't be here with you this evening, but she asked me to read the following comment into the record:

We have an opportunity to close an inappropriate chapter of South Miami-Dade County's history and to help us to begin to create a bright new future of economic development, prosperity and the best protection of our national parks. We can ask the president to approve the Collier Family proposed plan of mineral rights for land at former Homestead Air Force Base.

In 1995 Miami-Dade County landed a no-bid long-term lease to HABDI, a group of developers to build an airport. I as one of the commissioners of South Miami-Dade opposed this vigorously, but was outvoted, however.

However, it is a new day. The Collier and Hoover Family, and Collier and Hoover County and Lacy Hoover Chase, granddaughter of Herbert Hoover,

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who helped to establish Biscayne National Park have collaborated to develop a first-class golf course, business park with a hotel resort and aquarium marine institute and luxury RV community.

The plan will create more than 6,800 jobs initially, and more than 2,000 eventually. More than replacing the job loss after Hurricane Andrew, destroying the air base.

The Collier/Hoover plan offers many advantages. First, it's compatible with South Miami-Dade's goals of 1994, redevelopment of the base, sustaining agriculture and expanding tourism in contrast to an airport, which threatens agriculture by paving a way for industrialization and urban sprawl. That would effect the available farm land and threaten tourism by creating a noisy polluting neighbor to Biscayne National Park and its water visitors and fisher people, and imagine what it would do to the quality of our neighborhoods and residential properties.

And, second, the Collier/Hoover plan takes the politics out of the Miami-Dade County. The Colliers have proposed swapping the land for mineral rights, which they own in the mid Cypress National Preserve.

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If the Colliers do the transaction at the federal level, the County will have no claim to the land or obligations to HABDI, its chosen developer. Further, it makes the land taxable for Miami-Dade County.

COLONEL McSHANE: Ma'am. Time. You may leave the written comments for insertion of the record. Thank you.

Natacha Seijas Millan.

000286 NATACHA SEIJAS MILLAN: Thank you again for listening to me. There are some things I said the other day that don't need to be repeated again, economic development and employability, but I also would like to tell you that while many things have been said about the constant cargo and the planes every three minutes, that is not a fact. And I think people need not to give this information, because that just confuses the issue.

Although, part of the study will get things clear, I wanted to repeat it again. It is not a huge cargo operation. It is a reliever airport, and those that don't understand can look in the dictionary or call anybody that knows about flying. It's not an area where there was nothing before. It's an area that had the base. Thank God

for that base. Unfortunately, Andrew destroyed it.

But I am from Cuba, and I can tell you that the fact that that base had and still has F-16's, F-15's, F-14's and all the F's. I'm not a pilot, I know nothing about aviation, but they were there to take care of things that were important to us. Andrew destroyed that.

After Andrew we had problems, problems from two residences that that base would be conveyed. And as we come in the long drawn out issue, and then I challenge you, the one in Key West was done quickly and without any complaints.

Was it perhaps the people did not look like me? Was it perhaps for other reasons?

I say this as a chair of the South Florida Planning Council, and I was very supportive on the issue of Key West. Because I think they deserved it. I thought it was a very good plan and I voted and encouraged to vote on the town, because it was the right thing to do.

Now the right thing to do is to listen to the people of Homestead. This is a matter of Homestead. Listen to the ones that are most affected. Easy for anybody to make judgment when they don't live in the area, as it is for any

commissioner to come out for any private endeavor when it's not their district. It's not my district. I'm District 13 with the City of Hialeah and Miami Lakes. And I can tell you I probably stand here to support the people in the South that need jobs.

As I said before, Federal Express left, but it would have brought 700 jobs to that area. That only would have been the tip of an iceberg. I think they deserve it. I think we need to listen to it.

I want to thank you for your patience. Thank you very much.

COLONEL McSHANE: Jay Suarez?

000287 JAY SAUREZ: Good evening. My name is Jay Saurez. I'm a concerned resident that wishes to express the opinions of a large portion of the Southwest Miami-Dade.

I have seen and lived through devastation that Andrew brought to the people of Miami-Dade County, Naranja, Homestead, Florida City. Since the closing of the full Homestead Air Force Base, South Miami-Dade lost most of their economy.

I firmly believe that the opening of a commercial airport at this side is not only needed for the economy, but also greatly needed relief to

Miami International Airport. It is an inevitable fact that we must have a relief airport somewhere in Miami-Dade County.

A lot of emphasis has been put on the noise pollution issue. I would like to point out that commercial planes have more noise suppression than war planes. If we take this opportunity to work towards a common goal, environmentalists and growth we win, otherwise the future will bring uncontrolled growth and chaos, then we and our planet will lose. Thank you.

COLONEL McSHANE: Catharina Bernabei.

000288 CATHARINA BERNABEI: Ladies and Gentlemen, good evening. I am Cathy Bernabei. I am a mother of three children and a teacher for 27 years. I teach children with mental retardation. I'm a scout leader for 30 years. I am going to speak from the heart. My heart is beating very fast right now.

I would like to take you on a journey. I would like you to travel with me with your mind's eye 100 years ago, 1900's, let's say in the cosmos, looking down on planet earth, our beautiful planet. Just vision it. Then zoom in closer to Florida, South Florida. Florida with the Everglades flowing

from Lake Okeechobee all the way to the base, beautiful river of grass, with flocks and flocks of birds, Ibises, Egrets, Spoonbills, thousands and thousands, and panthers abundant, and the black bear, and people, the Seminole tribes living in peace together. Then came the settlers.

Let's travel again to the year 2000. We celebrated 2000. Look, ladies and Gentlemen, Mr. Penelas and everybody, here we are with our parks, little dots left. The flocks aren't flocks anymore. And understand, that I have seen flocks of birds for at least ten years in Africa as a child and I've seen flocks of Flamingos and crown birds rise up above the Anatomica, and its marvelous sight that we don't have anymore. It angers me we cannot give it to our children, but let it be, we have our parks, thank goodness, but they are so endangered. They are sick. Our panthers are doomed. Lots of plant and animal life is extinct, which wasn't 100 years ago.

Our nature is very strong, it can bounce back, but we cannot put more stress on our Everglades. It is not even feasible. If we had the Everglades as they were 100 years ago, we could risk it and say, okay, air pollution, noise, if it's

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damaged, we have enough Everglades left. It may restore itself. No, we have to act now.

Let's travel some more my fellow Floridians. Let's go to the Year 3000. The Everglades are gone, and our children are angry with us. They can only vision the Everglades in movies.

Thank you.

COLONEL McSHANE: Germaine Tilney.

000289 GERMAINE TILNEY: My name is Germaine Tilney. I'm with the Sierra Club. I'd like to show a video.

(Thereupon, a video was shown.)

COLONEL McSHANE: Any other comments?

GERMAINE TILNEY: I have a minute left?

COLONEL McSHANE: I can give you a little bit of time.

GERMAINE TILNEY: I came here in 1950, and one of the reasons I'm still here is because of the Everglades National Park. I just love it. And I remember what it was like in 1950, and I want my grandchildren and their grandchildren to enjoy it the way I did.

COLONEL McSHANE: Thank you. Michael Slotnick.

000290 MICHAEL SLOTNICK: My name is Michael

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Slotnick. I live at 10340 Southwest 96th Terrace. I've been a resident of Southwest Dade County since July of 1953.

When I came to Dade County, I remember Homestead as a thriving community supported in large respect by the air base. That continued until the twin disasters in the early 1990's, Hurricane Andrew, and the closing of the base.

Prior to that time I could not remember reading or hearing any negative comments about the air base, that it was a harm to the community or a detriment to the environment. My son-in-law, Craig Roth, is presently an endodontist in the Downtown Homestead area. He, my daughter, Debbie, and her two children live in the Redlands area. Within the last couple of years Debbie and Craig have been getting very displeased with the area. The fact that there's a lack of commerce and they looked at it as having a very weak future. To my wife and my regret, they are seriously considering relocating.

Also back in 1953 I remember Miami International Airport as being several isolated hangers along Northwest 36th Street. I've watched that grow into the giant that it is today, catering to the cargo international all over the world

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passengers, but it also has expensive gates which drive up the airfares.

I looked in the Sunday Harold in the travel section, there's a big difference between the airfares between Fort Lauderdale Airport and Miami Airport. It also has no room to grow.

Miami, our county needs a second airport that will handle cargo, that will serve as a regional airport with less expensive gates and hopefully lower fares. What better place is there for an airport than on a track of land that for decades has served as an air base and at the same time will return some of the prosperity to Homestead that I remember back in 1953.

Thank you.

COLONEL McSHANE: Thank you. Richard Grosso.

000291 RICHARD GROSSO: Good evening. Thank you. My name is Richard Grosso. I am here representing the Sierra Club, Tropical Audubon Society and Everglades Coalition this evening.

The assumption of the Environmental Impact Statement as it discusses this commercial project to Dade County is that we must accept and live with a certain amount of degradation in the

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name of economic development. Why would this community, when it has the option of having good economic development that does not degrade the national parks and the economic generator that they are, why would you choose the most environmentally destructive alternative? That does not make sense at all economically or environmentally.

Dade County, I was the lawyer for the Sierra Club in the land use process that got us here. We sat across from Dade County and when Dade County is saying, it's going to consider a buffer, it's going to consider the concepts of a buffer, it's going to consider the noise concepts of National Parks. We sat across the table from them, when push came to shove, and specifics were being discussed, they weren't willing to do the things that they said they were. They weren't willing to ensure that the noise levels are consistent with the national parks. It's easy to say. It's hard to do. It can't be done with this project.

The project of Dade County is open-ended, it's a nice deal for the developer, it puts a lot of financial burden on the taxpayers of Miami-Dade County. You've heard tonight both Dade County commit to a full blown airport, then we've

heard they're committed to a limited airport. Which is it? What exactly is the plan? That's a huge problem. We cannot get by on project this important with slogans and just saying it's going to be economic development.

Most people that I've heard in terms of the airline industry says this location does not make sense. If the Dade County taxpayers put almost a billion dollars into trying to make this a running airport and it doesn't work, who's out that money? The taxpayers are out that money. So that does not make sense.

Now, the Everglades Coalition has asked me to come and speak tonight. Their position is that they're fully against the commercial airport here. This Environmental Impact Statement when it turns into a final Environmental Impact Statement must include an unbiased, comprehensive analysis of all the impacts. And you're looking at economic impacts. What are the economic negatives here? What existing industries in the Upper Keys and South Dade County are going to be hurt by this project?

The final EIS must address fully and resolve the objections of the Department of Interior, the noise issue is a huge issue. It's

easy to say you're going to fix it. It's really hard to fix it. That must be flushed out in the entirety. The final EIS must analyze all mitigation necessary, look at the costs of all mitigation necessary, the buffer, all of those issues, and translate that into the final Environmental Impact Statement.

This is a national park. There are two national parks. You would not do something like this at Yosemite. You would try to do a true project that brings in jobs and projects the environment here. You don't have to make a choice. You can't have both. We must insist on the community having both.

Thank you.

COLONEL McSHANE: Thank you. Tom Kirby.

000292 TOM KIRBY: Good evening, Ladies and Gentlemen. My name is Tom Kirby. I live in Kendall, however, I'm a third generation Homesteadian and only moved after my house was smashed by Hurricane Andrew. I'm also the executive director of the Dade County Farm Bureau. There's 6,000 plus in our organization representing working people, many whom have been building this community for over 100 years.

Lately I've been contemplating a work consensus, and how it's recently been interpreted by those blocking development of the commercial airport at the Homestead Air Force Base.

For six years the environmental community has been disseminating information about the project. Not everyone has the time to read through Environmental Impact Statements. Once environmentalists paralyze the average person with fear and confusion, they say the project cannot move forward without consensus.

We have consensus in South Dade. Here's a list of parks, local groups and individuals currently that support the development of the commercial airport. The Homestead/Florida City Chamber of Commerce, Miami-Dade Mayor Alex Penelas, Division Council, Chamber South, Homestead Mayor Steve Schriver, Florida City Mayor Otis Wallis, Hialeah Mayor Raul Martinez, Senitor Gerald Jones and Senitor Bob Graham, and other than those that I mentioned, you can't forget that Governor Lawton Chiles, a former United States senator, someone who became a legend in this State and a leader of the environmental community, plus a 7 to 0 vote in order to move this project forward. Included in that,

however, was Bill Nelson a former astronaut. Who better than anyone understands the effects of air traffic on the environment?

If all of these groups and leaders endorse this project, why do the environmentalists oppose it? They're either not in the community, they're either not involved in the community, or they're a very minority voice.

On Tuesday night you heard from several mayors of Miami-Dade County, and they expressed the importance of this airport. There's one lone voice opposing it, and that's Miami-Dade Commissioner Katy Sorenson. Unfortunately for those of us who have worked so hard to see this through, Katy the environmentalist, the position she seems to be holding is opposed to this project because she is a commissioner for South Dade County. She let the rest of the county believe that she truly represents South Dade's wishes.

Two years ago she told the Greater Miami Convention Visitor's Bureau that South Dade didn't want an airport, and instead wanted opportunity for echo-tourism, and Katy told the truth from the beginning, you could not be wasting your time trying to engage in consensus, there is consensus. There's

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always been consensus.

COLONEL McSHANE: Time, sir. Thank you.

Christopher Roy.

000293 CHRISTOPHER ROY: Good evening. I'm speaking as a concerned resident of South Florida, and I would just like to say that if a commercial airport is allowed to open at the Homestead Air Base, it would be the closest airport to a national park in the United States.

That means 230,00 flights over these parks is unnecessary and uncalled for. The proposed airport will not comply with the national parks' system standard for airplane noise. There will no longer be a significant quiet natural resource left in the two parks.

Yes, it's true that the Air Force jets are louder than commercial jets, but Air Force jets do not take off every five minutes. Air Force jets take off and stay aloft.

In order to protect the two national parks from pollution, the planes would be required to use north and south corridors, would replace the Florida Keys, directing the flight pattern of the aircraft. The use and enjoyment of the waters in and around Florida Keys National Marine Sanctuary

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depends on large measure on the tranquility and peace of those waters, and the air space over those waters.

The redevelopment of the air base as a commercial airport would change land use patterns in South Miami-Dade County, which would ultimately create adverse pressures on land use and comprehensive plans in the Upper Keys. Some of these pressures include increased development in Monroe County, increase in land owner expectations, and the exacerbation of the hurricane evacuation bottleneck.

Hialeah Mayor Raul Martinez was quoted in yesterday's edition of the Miami Harold as saying, quote, "There can't be a compromise. You can find a solution that balances the economy and the environment."

Mayor Martinez's statement is correct, the proposed airport does not and cannot accomplish this. The only way for this balance to be accomplished is for a mixed-use proposal, not a commercial airport.

Thank you.

COLONEL McSHANE: Let me remind some of you folks about the ground rules here. You get

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about three minutes to speak. I told speakers that they could finish their thoughts. So you folks are hollering, "time" as soon as the cards go up, don't do that. I will stop them when they finish their thought. I'll take care of running the hearing. That's my job.

Esther Bonnie Rosa Cintron.

000294 ESTHER BONNIE CINTRON: I too am a school teacher and I live in the Miami Lakes area. I work in Carol City/Opa-Locka.

I contribute regularly to the Sierra Club and as well as many other environmental organizations. I too was a Girl Scout for ten years, and I've done a lot of camping, including the Everglades.

In my classroom as well as my personal life, I've always pushed for conservation and preservation issues, but none of those things that we heard today, like the extinction of all the animals and plants that have happened in the past were due to an airport on a Homestead site. There was an airport existing there when it was the most busy military base on the Continental United States, it was there for years, and Everglades seemed to survivor fairly well, not as well as in the past,

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but that really was not the fault of the airport. It was the fault of all the people coming into South Florida, and I doubt that we're going to stop that.

I remember very well that the Air Force Base did not seem to have any disastrous effect over the environment. I'm just wondering why after 27 studies were done and they all concluded that there would be no negative impact as long as certain guidelines were followed, I can't understand why the question keeps coming up again and again.

And then if you think for a moment, if we believe what the environmentalists are saying, then we must conclude that they're saying it's going to be very harmful to have an airport so we won't put it there. We'll put it somewhere else. Well, we happen to live, the people where I live, happen to live in the somewhere else that has been considered, and all I can tell you is, if it's harmful there, what will it be doing to all of us? There are thousands and thousands of people who live in the Opa-Locka, Carol City, Miami Lakes area. The entire area is surrounded by homes very close to the airport. Florida Memorial College is a stone's throw from the runway. They have the Marion Center for Retarded People there. Any kind of mishap would

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be a double disaster, not only for the people on the plane, but it would have impact on the ground as well.

I just can't understand why we can't go ahead and try to do something carefully at this Homestead site, which is a much more logical and sensible site. There's a lot more room there. And there already is a good facility going. Just the air traffic question alone at Opa-Locka would be terrible for the air traffic controllers. We are about 12 miles from Miami International Airport.

Thank you.

BY COLONEL McSHANE: Next speaker is Maurice Ferre.

000295 MAURICE FERRE: Ladies and Gentlemen, and hearing officers, I wrote a letter, and it's on the record, to the Vice President of the United States. I just wanted to paraphrase what I said.

Repeatedly we've had environmental studies that have been done and all of them have concluded basically the same thing. The issue that is before us, I think, has to do with economic future of this community. Unlike other communities, we don't have an industrial base. We also have an overly dependent in our 100 years of history on

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tourism.

In the last 20 years a phenomenon has happened in this community, that is, Miami has become a major international center of trade and commerce, and that is, basically, because of Miami's geographic position. There are 400 million people in Latin America and increasingly they all look to Miami as the entry point to the United States and they bring their business and their banking and their other needs here. They also get services here, medical services, education, University of Miami, FIU are becoming increasingly important. That all depends on the airport.

Miami International Airport is the eighth most important airport in the world. But, unfortunately, because of its limitations of 3,000 acres, it is very close to full capacity. It was a difficult task to get that fourth runway going, but even with that fourth runway, all of the experts that have looked at this, experts that look at the airport says that within the next ten years it will reach capacity. That means that once we have two and a half million tons of cargo and 40 to 45 million passengers, that airport cannot hold anymore.

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So the question is about the future. And we're not talking about just the people that are coming in here as tourists, doing trade and commerce, we're talking about five million American citizens that live in South Florida that work and live and enjoy this community. There is no choice other than that Homestead Base. We can't go to Opa-Locka, it doesn't work. All the experts have said that. We can't go to Fort Lauderdale? That doesn't work.

So I think having looked at this environmentally and concluded that there is no major reason not to have it, it is absolutely essential for the economic health and wellbeing of the future of this community to have that alternate airport in Homestead.

Thank you, sir.

COLONEL McSHANE: Thank you. Michael Robinson.

000296 MICHAEL ROBINSON: Thank you. I'm not speaking from a prepared statement, so this is a little bit from the cuff.

One thing I would like to talk about is the noise. Earlier we had a speaker who spoke about how the county is very wishy-washy with the amount

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of noise that they're going to allow. However, I want to speak more about the effect of the noise on the animals.

I'm a biologist at the University of Miami. I study animal behavior, and one thing I'm positive of is that animals are detrimentally affected by noise. Now, these statements are supported by many, many studies in biology. The one study has shown that mammals will go miles and miles out of their way to avoid human being noise. If you guys like seeing dolphins, well, there's a good chance they're not going to be around that much longer.

But the mammals most detrimentally affected by noise are birds. Florida has one of the most diverse bird population in North America, both resident birds and birds that migrate through.

Now, studies have shown that birds, they don't like living near airports than the rest of you guys. Someone who spoke and says, she doesn't want an airport living by her living in Opa-Locka. Let me tell you something, the birds don't like it either. One, they'll either avoid the area completely. Another one, even sadder story, birds will be bothered by the noise and they might make a

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nest, they might even lay an egg, but then they'll abandon that egg.

So we have two effects. We're going to lose the bird population and we're also going to lose the baby bird population, which is the adult birds of the future. So if we're going to keep people coming down here, keep birds coming down from Canada, from the rest of America, if we want to keep our bird population and the rest of our animal population at reasonable levels, we must not build this airport.

Thank you very much.

COLONEL McSHANE: Thank you. Dorothy Cook?

000297 DOROTHY COOK: Good evening. Thank you for having us. I have the advantage of studying the reports on Homestead as a member of the Planning and Advisory Board, and at the time there was very little objection from the environmentalists or anyone else. The 100,000 that were moved out of Homestead because of Andrew, the people that remained were promised jobs and an airport. Two presidents promised this.

After 27 environmental studies, all confirming that this was the right way to go, I

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think it's time that we actually stopped all the studies and started building the airport. Opa-Locka is in the northwest section of Miami. Miami Lakes is a bird sanctuary, and we can't afford to develop Opa-Locka any more than it is, it's too congested. It's a residential section with schools, all kinds of things going on.

Homestead has the advantage of an airport already there. When the gentleman said something about animals and birds, there's a word for it, a big word, it's adaptation, and they do adapt. It's true.

The SEIS, which is the most comprehensive, expensive and well done scientific environmental study in the history of our nation, air quality is protected, water resources are protected, area protected from unacceptable noise impact. The airport is safe. The airport will not disturb the wetlands, the airport will not adversely affect wildlife and habitat. The manatees and crocodiles in Biscayne National Park will not be harmed. There is no aviation safety threat to Turkey Point Nuclear Plant.

Thank you for your time.

COLONEL McSHANE: Thank you.

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Luisa Rivero?

000298 LUISA RIVERO: Good evening. My name is Luisa Rivero. I'm a citizen of South Florida, and in my family's name I would like to give my support of the redevelopment of Homestead and the reliever airport, which according to scientific studies is environmentally compatible which will not damage the environment and will generate thousands of good paying jobs and millions of earnings for the Homestead residents.

Please, do not delay any longer this project.

Thank you.

COLONEL McSHANE: Alexander Stone.

000299 ALEXANDER STONE: Thank you. I'm against redevelopment of the Air Force Base as a commercial airport and in favor of the mixed-use alternative. I think the final SEIS has to take in full consideration the national interest in the national parks, which is not covered in the last Environmental Impact Statement. The question at hand and the issues at hand are not just local. These are national parks that are being threatened and potentially impacted, so nationally in these parks has to address that and that hasn't been done.

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I think it's important to prove growth and project development in South Dade. A mixed-use alternative will provide in excess of 11,500 jobs. To do that, moreover, will give a fast economic payoff to the area that the airport alternative would, the jobs will be there sooner, people will have money in their pockets sooner with a lot lower environmental risk.

Another thing the EIS doesn't consider when it looks at the question of the need for a reliever airport, in fact, this is supposed to be a regional airport, and region doesn't just mean Dade County. There is a Fort Lauderdale International Airport. I live in Downtown Miami. I use the Fort Lauderdale International Airport. It takes me the same amount of time to drive to the Fort Lauderdale International Airport as it would to take me to drive to the Homestead Air Force Base.

The final version of the supplemental EIS has got to bring back into the equation, not just look at Dade County like we're an island in space, with nothing beyond its borders to connect it to a regional concept of airport service and delivery.

And, yes, the lady that said that there

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would not be one flight per three minutes. I projected it, the Air Force is right. According to the EIS, with a single runway, the projected build out is 231,000 flights per year. Do the math. That is not one flight every three minutes. That's one flight every two and a half minutes. Okay. That's 24 flights an hour. 24 hours a day, every day.

How can you tie that in, or make that fit national in these national parks? Do you really think that you could have a national park experience in a place where jets roar overhead every two and a half minutes?

The question is not the same as the question of a military base. Military bases invoke national defense, as is reasonably exempt from normal consideration and environmental standards. That's why there's an Air Force Base there and the environmentalists never complained about it. It wouldn't do any good, because we wouldn't claim exception under national defense, but you can't do that with a commercial airport. That's why this thing doesn't belong between those two national parks.

Thank you.

COLONEL McSHANE: Michael Amico.

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000300 MICHAEL AMICO: Good evening, everybody. My name is Michael Amico. I come here as a citizen, environmentally concerned citizen.

With regard to the redevelopment plans, many people hang their heads on jobs, but there's more than one peg to this job market, one of those pegs is the airport. The figures of 38,000 jobs will not mean until 2025, 2030 when the full build out is estimated.

What we must consider, we must consider another stronger, more sensible environmentally friendly plan. This is the mixed-use alternative. Mixed-use alternative option has to base that approximately 5,500 to 6,000 jobs will manifest itself by 2,005, while the airport will produce or 3700 jobs in the same amount of time.

Additionally, the same thing holds true for the estimates that impact the mixed-use alternative. It estimates 1,600 million annual increase by 2005, while the airport only estimates 1,500 million dollar increase.

I implore that our happy home under the correct peg, the mixed us alternative peg, the quicker in realization and the environmentally concerned.

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Thank you.

COLONEL McSHANE: Dennis Sytsma.

000301 DENNIS SYTSMA: Good evening. Thank you for the opportunity to speak.

My name is Dennis Sytsma. I lived in the northwest area in the Redlands area near Homestead for over 30 years, so I don't want to hear any finger pointing here saying all people live in Homestead want a commercial airport, it's not true. The community is pulverized, so pulverized that many are scared to speak against what their minister may be in favor of, what their community leader and business leaders are in favor of. Many of them are like me say, gee, do we have to have this shoved down my throat, and my family. I don't think that that's fair.

And Homestead has faced adversity before with environmental issues, like the mayor said, it's de'ja vu all over again.

Members of the media, please do the research. Check the Miami Herald. Check the South Dade Turkey Point Nuclear Plant.

We heard all these promises before, jobs, jobs, jobs, and electricity too cheap to meter. Well, I'm still waiting for the electricity

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to be too cheap to meter. Too many promises. The commercial airport will not thrive without a major aviation sponsor.

And I also heard the president promised us, Bill Clinton promised us, again, media do the research. Check Texas AM University's Presidential library, pull out what was written about Homestead Junior High, where I went to school and where the president spoke. We weren't promised a commercial airport, we were promised that the base would be rebuilt as a military base. Now that promise was not kept because of the action by the BRAK commission, which only congress can change, only congress can overwrite what BRAK decided. So a broken promise is a broken promise. They did not promise a commercial airport.

I favor the mixed-use proposal because in the early '70's, when I went to South Dade High School, I did what any job seeker should do, I checked the research. I found out what are the jobs of the future going to be, because that's what we're worried about here, the future. We want the best future for our children, the best future for our community. I want the best for every job seeker who seeks, but you need to attain the skills needed, and

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that is through education.

Please don't wait for empty promises of a commercial airport. Job seekers, whatever age you are, go to your school, find a mentor, find a teacher and learn, and attain those skills. So if you could read it, you could do it. I did it. I went and did the research. I went to Miami-Dade Community College. I went to Florida International University. I got the skills necessary, and I can put my resume on the Internet now and get employed almost anywhere. I could work out of my closet and make a good living.

So, please, job seekers, don't wait for empty promises. Don't listen to all the smart people who are smarter than me, obviously. Please, help yourself invest in your own future. Get an education. Get a job.

Thank you for hearing my comments tonight.

COLONEL McSHANE: Diana Alvear.

000302 DIANA ALVEAR: Good evening. I'm Diana Alvear, a long time Miami resident. In fact, I would like to say, first of all, we don't speak through the commissioner's mouth, not all the conditos feel the way you do. There's

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environmentalists that do research and realize an airport in Homestead is not the best option we have.

I understand how you feel. I live in Miami Lakes. I know that having an airport there wouldn't exactly be paradise, at the same time though I'd have to side with people saying in between two national parks, that is not our best option, and it's not fair to just shunt it off to someplace where we know we can get away with it, and the short term profits in the end will be very few.

I'd also like to mention that, talking about tourism and the need to sustain this and have a place where people can go to another airport so Miami won't be so congested. Well, tourists visit national parks too. In fact, a lot of tourists do, and I've had lots of friends from college, from other states and places come to Miami, come to South Florida to visit the Everglades. Because, you know what? There's nothing like it anywhere else?

And if you go to the Everglades and you see airplanes going on every couple of minutes, well, then, it's not an enjoyable experience. And you know what? There won't be the birds to look out for, the other mammals to look out for. It won't be the experience and tranquility that it can be.

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I have been to the Everglades so many times. I go whenever I get a chance because Miami is very loved and I like the climate that it offers me. It won't be an option if HABDI has their way. They have all these measures that the sound is not going to be intolerable and that we're going to look out for the animals. I don't think that's going to happen, I really don't think so.

I would encourage you in the hearings right now to please consider this, I don't have children. I don't have a family just yet. I'm thinking about everyone's children nationally, okay. Let's please preserve these national parks. They're all we have left.

Thank you.

COLONEL McSHANE: Robert Dolinsky.

000303 ROBERT DOLINSKY: Hello, my name is Robert Dolinsky. Obviously with issues like this there's two main issues -- one main issue with two opposing sides, and basically what the people up here have to do is weigh the issues right here. You have the environmentalists on one side and people favoring the commercial airport.

I think the only thing you can really do is look at the facts. They've done studies to

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ensure the environment you've been taking care of won't have any detrimental effect. It's been a costly and lengthy study. It would be a complete waste of taxpayers' money to completely go for what came out of it.

On the opposite side, they know for a fact that it will create jobs that will generate revenue for a very, very poor community compared to the rest of the State of Florida that hasn't prospered with the economic boom that the rest of the nation has.

In addition to that, it will also help us subside the increased amount of air traffic that's coming into the Miami Airport. so I just urge the Commission to take into consideration all the facts and make an informed decision, which would be to go with a commercial airport.

Thank you.

COLONEL McSHANE: Thank you. Karen Franklin.

000304 KAREN FRANKLIN: I'm Karen Franklin, I'm here to talk about Lake Okeechobee, which is also a place like the Everglades. Lake Okeechobee is the largest lake in the Southern United States. Okeechobee is a Seminole Indian word that means

plenty big waters.

The lake lies in South Central Florida and borders the northern part of the Everglades. It covers about 700 square miles, and has an average depth of nine feet. The system of canals arise out of outlets to the Atlantic Ocean and the Gulf of Mexico. The canals are vital in supplying water in the urban area, along Southern Florida's Atlantic Coast.

COLONEL McSHANE: Georgia Millard.

000305 GEORGIA MILLARD: My name is Georgia Millard. Margaret Stoneman Douglas is considered the mother of the Everglades. She's written many books that take time to describe the beautiful Everglades and echo-system around us, and why we have to save this.

These reasons have to do with the animals and all the habitats inside, even us. People that appreciate the Everglades know all about this. They love to visit and is a place to keep. If you think we should still build the airport, well, that's your decision, but please listen to us and consider that we are trying to make a difference in our world.

COLONEL McSHANE: Juliet Barrientos.

000306 JULIET BARRIENTOS: Hello. My name is Juliet Barrientos. I'm here to tell you a little bit about the Everglades National Park.

Everglades National Park is one of our few tropical regions in the United States, actually, the only one. Located on the southwestern tip of the Florida peninsula, this park includes 10,000 islands along the Gulf of Mexico and the part of the Everglades and Big Cypress Swamp.

Its jungle plant life includes sawgrass, orchids, cypress trees, pines, palms, and mangrove trees. There's also manatees, turtles that live in the Everglades. The Everglades was established in 1947, and it is very important to us. So please help us save it.

Thank you.

COLONEL McSHANE: Thank you. Alan Bernover.

000307 ALAN BERNOVER: Good evening, members of the Panel. Earlier a gentleman spoke about being an educated citizen and I live in Dade County and I am an educated citizen, and I'd like to tell you some of the facts that have yet, since I've been listening, to be mentioned.

After the hurricane in '92, the

president and the Secretary Perry all promised that the Homestead area would be re-developed and the tremendous need for jobs would be satisfied. Eight years has passed and there's been no action.

Now many of the environmentalists and others have mentioned various facts that would show a reliever airport in Homestead would be an incorrect and erroneous thought.

However, if you look at some of the facts, South Florida does not need a reliever airport. This has been shown to be erroneous. Opa-Locka is the feasible alternative and non airport proposals would create the equivalent number of long-term good paying jobs, but more delays are necessary further study and further studies in fact are necessary.

These thoughts are incorrect, and recent reports and studies that have been conducted indicate several things; that the airport will, in fact, meet Federal Clear Air requirements; that the proposed action includes a comprehensive surface water management master plan for managing on-site storm water; that the plan will comply with permit provisions heading for South Florida Water Management District.

The country's leading independent experts have concluded that a commercial airport in Homestead will have an environmentally compatible noise impact, and as the study is concluded, the developmental effects on the wetlands are minor and that these resources will be protected under Federal and State regulations.

The FAA has confirmed that an airport will produce as many as 38,000 related jobs, estimated to produce over 800 million dollars in earnings with a potential in upwards of one billion dollars.

Now, the time has come to fulfill on these promises and the people in need and the area that is still plagued by these problems after Andrew. It's time for action.

Thank you.

BY COLONEL McSHANE: Thank you. Kaley Kriminger.

000308 KALEY KRIMINGER: Hi, my name is Kaley Kriminger, and I'm here to represent R4H Club. What I envision at Homestead Air Force Base is a ecological theme park resembling a rain forest. This could work as a model for other parks to provide an example for replanting native plants and

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animals.

We are losing our natural areas at such a rapid pace. In only 100 years we have scarred the land and taken away the habitats of our native animals. Imagine what life is like at this spot where the Sequesta Indians, an abundance of fish, sea life, and animals such as bears, otters, and panthers roam this land, along with a wide array of fleeing birds.

I've heard about the commercial airport being built by South Florida's two national parks, Biscayne National Park and Everglades National Park. Of course I strongly disagree with this action. These are some of the reasons why we should not give the commercial airport by two national parks.

First of all, it will hold noise pollution, which will scare the animals in the close by national parks.

Second, it will cause air pollution. Once all of the life forms in Biscayne National Park and Everglades National Park are gone, they will never come back, extinction is forever. Biscayne National Park is the only protected reef in the United States of America, and Everglades National Park is the only Everglades in the whole wide world.

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Let's take good care of these precious places before they're gone forever. Let's use vision, not greed. This is paradise lost, but this could be paradise reborn.

Thank you for your consideration.

COLONEL McSHANE: Francisco Angones.

000309 FRANCISCO ANGONES: Thank you very much. Good evening to you and to the members of the Air Force. My name is Francisco Angones, I'm an attorney, but I am not here in my representative capacity.

I live at 1203 Centona Street, Coral Gables, Florida, and I have been a resident of Miami-Dade County for approximately 40 years. For part of those 40 years I lived in Homestead where I went to elementary school and high school. I attended school with many of the children of the Air Force personnel, including Michael Chaves, whose father at the time was the highest ranking Hispanic in the Air Force. Mayors Conley and Dickenson of Homestead were also my classmates.

I have many fond memories of Homestead where I spent my first few years in this country. I often wish the Air Force was still there. I think it was a mistake, but we have to go forward.

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I am here to request something that seems evident to everyone. If an airport is going to harm Miami-Dade County, if it's going to do damage to our environment, we shouldn't build an airport, but since 1991, 1992 we have been studying this matter to death. Most recently, and I have to read it, because I never come up with a name, the government issue, the Supplemental Environmental Impact Statement, which conclusively states that commercial air activity at the former base will not have, "any significant impact on our national parks and/or its surrounding areas."

I think it is time to move on. We need to develop this former base, provide a sorely needed airport for our community. Also, this will allow to keep our county some control and an interest in this area, whereas, with the other plans it will be lost for our community.

Thirdly, we need the revenues, the revenues that this airport will create. I think this matter has been belabored, but I didn't want to stand by the wayside and not have a say when some decision is made.

Thank you very much for your time and consideration, sir.

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COLONEL McSHANE: Thank you. Jessica Viquez. She can speak after the next speaker. Luis Perez

000310 LUIS PEREZ: Good evening, distinguished panelists, my name is Luis Perez. I'm a resident of Miami-Dade County. I've lived in Miami-Dade County for 38 years. I went through high school here. I went three community college here, and I'm presently living in Kendall.

I've seen Miami go from a quiet sleeply town to a major urban area, an area with typical growth problems. I think it's important to realize that the land on which the base is situated was owned by Miami-Dade County and it was transferred to the military during the war era for our national defense. The federal government now, because of Hurricane Andrew, has an important decision to make, it depends on the need for jobs versus the impact on the environment.

Based on the fact that Miami-Dade County owned the property before the federal government did, Miami-Dade County as a whole and its citizens as a whole must benefit from the decision. How can the benefits of all of the citizens of Miami-Dade County be met while the rest of our nation is in its

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most prosperous economic times? Miami-Dade County and specifically South Dade suffers from tremendous unemployment. So this area needs jobs. The reliever airport alternative creates the most jobs.

The Collier alternative creates the least amount of jobs. Use of the base as an airport is consistent with its present use. Without being insensitive to any members of our audience, you know the old adage, if it looks like a duck and quacks like a duck, it's a duck. Well, this base looks like an airport, so it should be continued to be used as an airport.

Regarding the environment, I've got two young children, and I'm trying to educate them on the environment and have them respect the environment. I recycle because studies show that it's good to recycle. For that reason, I respect the study that has been conducted, and I'm no one to question a two-year, five million dollar study.

Therefore I respectfully urger for the Air Force to consider the transfer to Miami-Dade County as an airport.

Thank you.

COLONEL McSHANE: Thank you. Did Jessica Viquez return?

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000311 JESSICA VIQUEZ: Good evening, my name is Jessica Viquez, and I'm here because I support the reliever airport.

With regards to the Collier and Hoover development plan, from my experience in the resort industry, there is no comparison with earnings and positions. $14,000 is the minimum annual income in a resort. $34,000 is a minimum annual income at the airport.

The difference between the two is a significant amount. As to the positions, when I first applied at a resort, the available starting positions were in the following departments: Golf cart rentals and housekeeping, both of which makes less than $14,000 a year. Workers who had been at the resort for more than five years in the starting position were only earning slightly more and had filled the higher positions.

People who earn $14,000 a year are at a poverty level. Don't you get tired of seeing homeless people? Don't you wish you could do something like get a job for them, or help them get a job, and live a better life? Now you can. All it takes is support for the reliever airport.

What about the students that graduated

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high school and have to go out looking for jobs, and have to pay their schools, because their parents couldn't? Not everybody gets a scholarship and/or financial aid. Most of them never find a good paying job and have to suffer for fast food restaurants, department stores, and never have a chance to move up to a better position.

What about small businesses that have been forced to cut down on their expenses because they don't earn enough to even stay open? Then employees are laid off and forced to look for another job, possibly having to go on Welfare for awhile.

What about Homestead Hospital? Due to the economy, it's losing millions of dollars. If it closes, then where is the next hospital? Kendall? How long is it going to take to get to the hospital when there's an emergency? Where are these employees going to go?

In conclusion, it's all a question of common sense. It's a question of where the future of this community is without the reliever airport, and I support the development of the base of this airport.

Thank you.

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COLONEL McSHANE: Thank you. Frank Jackalone.

000312 FRANK JACKALONE: I want to show you a map.

I want to start off by saying my name is Frank Jackalone. I am the director of the Florida Office of the Sierra Club. I'm speaking today on behalf of the National Club representing over 600,000 members of the Sierra Club who enjoy hiking and canoeing and kayaking and bicycling and all sorts of recreation through the national parks of this country.

I want to say first that your goals for the SEIS, for transferring the property from the air base talk first about supporting local plans for economic revitalization of South Florida. Let's address that very quickly and find out what the facts are.

The facts, according to the unemployment statistics for the City of Homestead from the U.S. Department of Labor Bureau and Labor Statistics show that, yes, we had an unemployment problem, it peaked at 11.1 percent in 1992, but ever since then, each year it's gone down and down and down to where both the State of Florida and the U.S. Department of

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Labor now say that unemployment in Homestead is at 5.5 percent less than that of Dade County. It's less than Homestead. Can Homestead use a boost? Yes, it still can use a boost. That's what the mixed plan would be getting at.

Secondly, you talk about protecting Biscayne and Everglades National Parks. I will say, number one, in your SEIS, you show a mountain of evidence that there will be great increased pollution, particularly in Biscayne National Park, as a result of placing the airport in that location.

Secondly, we have the problem with sprawl. And Johnathan Almond is showing you the map. You see in the upper portion of the map Miami International Airport, and the sprawl in the city of the urban area that surrounds it, and then you see the line where sprawl stops, in Everglades National Park.

Homestead Air Base down toward the bottom, in an area that is agricultural and somewhat pristine going down to the Keys, what some would have us do is not just recover from the hurricane, but to develop that portion that is undeveloped, to repeat what happens around the Miami International Airport, around the whole area.

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I'm running out of time, but I want to say, for the record, that the noise provisions, in particular, the noise provisions, the data I believe is suspect, and your conclusions are cooked otherwise, and I would be glad to give you more data about that.

And, finally, I want to say that the American people will not stand for Yellow Stone National Park having an airport right next to it. They will not stand for the Grand Canyon having an airport next to it, or countless other major parks. And the Everglades National Park and the Florida Marine Sanctuary and Biscayne National Park, I'll tell you, the 600,000 members of the Sierra Club, the American people will stop that from happening if you don't.

COLONEL McSHANE: Dan Spotts.

000313 DAN SPOTTS: Yes, Dan Spotts. My company is Miami Aqua-Culture. We are an export/import of perishable cargo. We are opposed to a commercial airport in Homestead because it would force us to split our operations and transfer in between. It is a bad idea for our business.

Although, the Dade County Aviation Department has various political reports saying we need more

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airports, I have yet to hear a single airline, no Fed Ex is here tonight, no United, American, a single distributor show up and say that they desperately need more airline space. They don't require it, certainly not in Homestead because they would be in the same position going back and forth between the two.

Repeated efforts to re-energize Opa-Locka was lost. The quoted reason from Dade County Aviation Department has been the trade with Brazil and Venezuela is way down, that they're building a fourth runway to MIA, and Fort Lauderdale is underutilized. We don't need more cargo space. That was in the Miami Herald. Which is the truth between those two?

It is important to remember after Hurricane Andrew a lot of jobs were lost, especially airline trained people, that Major Paisley came up with a project by signing a no-bid project with a previous non-existing group of developers, but the law requires that this transfer have an environment impact statement so that we can have these kind of informed public discussions. People know what's going on. The major helpers knew the law, but the first report was so pathetic and inadequate that it

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could not conform to the law. The reason that we have spent another seven years, and millions of dollars for the SEIS is not because of environmentalists, those bad tree lovers, it's because the airport developers try to spread suburban sprawl. All we want is an opportunity to discuss this.

Now seven years later, unemployment in Homestead has been said is close to 5 and a half percent, and property values are way up.

An inexperienced HABDI will depend on the Air Force public transportation contracts to build this new airport. The Hoover team has built environmentally safe aquarium based projects that revitalized Boston, they revitalized Downtown Baltimore, Chatinuga. Collier resources has had many years of experience redeveloping military bases. They want to make Homestead a destination, not an after thought.

When will people start helping themselves. When Dade County wants to build a dump, they look to South Dade. When they want to build a power plants, they look to South Dade. When they didn't want a racetrack in Downtown Miami, they move to South Dade, but they don't want a noisy airport

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in Opa-Locka or Coral Gables, they move to South Dade.

The conclusion to remember, the Air Force and the FAA were called upon to do the SEIS from the Department of Interior because they wanted an airport. As a biologist I know this report is somewhat slanted because of that. This used to be a super fund site and the Air Force did a great job of cleaning it up. Why pay millions to fix it and then turn it back to the airport?

Thank you very much.

000314 AUDREY PITTERMAN: My name is Audrey Pitterman. I'm proud to say that I'm a member of the Red Pass. I am an environmentalist. I would like to put a human face on this issue. Last year I read a statement from a proponent of the commercial airport at Homestead that said: "Is it Americans in inevitable right to have a quiet nature experience? And if so, why did you put a national park in the middle of an urban area?" I was really appalled by that statement because it showed such a fundamental misunderstanding of nature. I have the luxury of taking people to the Everglades, particularly people from the urban corp.

In December of last year, I took

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families from Liberty City, parents and children, and I'll tell you, they were amazed that there was this resource so close, so unspoiled in their backyards. I remember one parent looking at a fish and observing, oh my God, everything is so quiet, even the fish, they're not jumping around, they're not scared like in the urban areas. Another parent said, that's because they're here and they're protected. Nobody is trying to catch them, there's no sense of danger that there is in the urban area.

And so I say all of this to you to say that this push to put a commercial airport between two national parks really reflects the lack of information in the main stead ways of our communities about what the national parks stand for. They are the last back strips of woodlands in America and they belong to the American people.

I was at a meeting yesterday where I heard in an Everglades report that the Everglades National Bark, Biscayne National Park and Florida Keys combined put five billion dollars in the economy.

We all know that airport is a polluted facility, noise pollution, environmental pollution. Why are we acting in the year 2000 posing the health

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of our community, the health of our environment against jobs?

There is a new paradigm emerging, people, that says we can use the environment, we can boost the environment to provide jobs. I fully support those people in Homestead and in those areas that they need jobs to support their families, but I say to you, the mixed-use proposal or any other proposal than that toxic polluted, noise polluted airport, which eliminates the purpose of the natural park, which is objectivity for peace, quiet and solitude, which are abandoned if you have an airport there. I say to you, don't do that, please.

Thank you.

COLONEL McSHANE: We're going to take a ten-minute recess for the benefit of the court reporter.

Kim Anderson.

000315 KIM ANDERSON: Thank you. I am Kim Anderson. I thank you for the opportunity to come tonight. We have many facts and figures that occurred throughout the days' testimony. There are many things I think you're missing in this. There's a couple of points I would like to address.

We heard things about promises. If we

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look back in the history of Florida, we know that the first governor was elected on the promise of draining that darn swamp. Now, here we are, many years later, knowing that we're in the eve of destruction. This is a systematic approach. We must understand that what is going on down here in Biscayne and Everglades National Park and the water sources, the water shed as a whole. Talk about the socio-economics, look at our fisheries. It is proven that Biscayne Bay is a feeder to fisheries throughout the Keys.

We also understand, this goes to the economics of the Keys. Our Keys' reefs are the number one dive spot in the world, and you may ask yourself, why does that have to do with Homestead Airport? We know that the sediments, the things that come from the air, what's released from hydrocarbons and they go into sediments, the bend of the community, it goes up the system.

We also know that what happens up stream effects our coral reefs down stream, that's why we've integrated task forces that's representative of all the communities. Problem is, there's a lot of evidence we would like to see out there. The sound information was not as much that still needs

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to be done. I don't think there's enough on that.

We understanding there's two national parks there, national parks have a much different ambiance. The national park system has a mandate for visitor experience, and the visitor experience is more than sight, it's sound, that's an important aspect to occur today, to exist.

I'll end in conclusion, we support a mixed-use concept. Air Base as we know it, growing is not compatible, and this is a nationwide issue. It isn't worth to have our local constituents weighing in on this. This is a national issue as well.

Thank you.

COLONEL McSHANE: Thank you. Scott Socha.

000316 SCOTT SOCHA: I'm a student at Miami-Dade Honors Department in the Wilson Campus, and I moved here a little over a year ago from Alaska.

I try to think of many things I could say today and it seems like a lot of people said things I wanted to say. You can't really put a price tag on the spiritual benefit of natural parks for the people, for humanity. I stand for humanity.

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And what is going to be sacred ground. When are people going to put up boarders, and say, no more, this is sacred ground, and we're at a point in society this is crucial.

50 years ago, 100 years ago we could afford to make mistakes, but not anymore. We're at a cruciate point. I think what happened with the Everglades with the draining of the swamp there? This would add insult to injury. I think Florida residents and national residents should say, "no more." And that's all I'm saying.

Thanks.

COLONEL McSHANE: Blanca Mesa. Next speaker will be Charles Munroe.

000317 BLANCA MESA: Thank you. I'm Blanca Mesa. I just want to say a few things to the SEIS. Regarding the mitigation efforts, they say this airport can be done with extensive mitigation efforts. I just want to point out what they are and what needs to be done about it. Before the Air Force crosses over, I want you to realize we're in Miami-Dade County, a lot of promises can be made, but they won't be completed, so I want them assured.

Two studies that were supposed to be completed long ago, two years ago, Miami-Dade County

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promised to complete an ag-protection site to protect the agricultural lands in South Dade, they promised to complete the Biscayne Bay Water Management plant, both of which were vehemently opposed by a very preponderance of this airport. These are land-use plans that are supposed to protect our water shed, protect our agricultural land. The Farm Bureau and its principle people are objecting to this. To date this has not been done. The administration of Miami-Dade County has not shown the leadership to get these done.

Another thing that was supposed to happen was buffer land. That's one of key portion of this mitigation plan. I want to tell you UDB is east of this airport. There's land in agricultural land. That line is not a solid line. If you're depending on that line to stay to protect the bay to acted as mitigation. The UDB has shifted continuously in Dade County in the past 20 years, particularly in the West and Kendall, it will continue. It is, in fact, an urban expansion area, exactly where you say the lands remain agricultural. That's not true. In fact, everything the Farm Bureau wants to do is protect that land from being developed.

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There are no plans and no funds identified for these mitigation efforts. I would like to see that identified in the SEIS.

I also want to say that everyone's talking about balancing the environment and economy. It's impossible to balance when on one side of the balancing scale is a polluting, industrial complex such as an airport doesn't make any sense. Mr. Mayor Penelas who's my boss, I work for Miami-Dade County, has said that in the last 40 years the military airport coexisted with the environment, the economy and the Everglades and Biscayne National Park has flourished, but he's very misinformed. He needs explained to him that, in fact, the Everglades are dying. That's why they're undergoing a multi-million dollar restoration efforts. In Biscayne Bay, what the military left behind was 15 million plus in environmental toxins, all from the airport. So I don't think that's a coexistence that we can be proud of.

And the military contaminated canals, it's full of toxins and floating into the bay and nobody can figure out how to stop it. That's something we should proceed with before another airport, when we have toxins the military left

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behind.

So I don't think that when the Farm Bureau talks about expenses and Dade County talks about promises, that we can rely on those at this time. And I would not support this airport until we have this mitigation and funding in place and we've really studied what Dade County has done in the past.

Thank you.

COLONEL McSHANE: Manual Ortiz after Mr. Munroe.

000318 CHARLES MUNROE: Good evening. I'm Charles Monroe. And I'm here to represent not only myself, but members of the Biscayne Yacht Club, whose members have been enjoying Biscayne Bay for the last 113 years.

I live in Miami primarily because of Biscayne Bay, because I enjoy it, and I not only enjoy the waters, but I enjoy the quietness and the solitude that the bay offers. And, I mean, I've can live in Fort Lauderdale or Orlando, but Biscayne Bay is the unique thing that makes Miami special. So I'm concerned about the welfare of Biscayne Bay. And I go there and I think visitors go there because not only the beautiful water and the environment,

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but because of the quietness and the serenity, and as our community gets larger and larger and more and more people come here, we need quiet places to renew ourselves.

I think it would be a disaster to build an airport and then five or ten or 20 years from now and say, I'm reading the Miami Herald or something, we made a mistake, we underestimated the amount of noise and pollution that this airport is going to create, and by that time it's too late. We don't just decide to bulldoze the airport down and plant trees.

So I do believe that we have an alternative that's available to us, to give jobs and help to South Dade, although I heard unemployment is not in dire trouble. So I urge the Commission to please consider an alternative to anything but an airport.

Thank you very much.

COLONEL McSHANE: Thank you. Manuel Ortiz.

000319 MANUEL ORTIZ: I would like to first thank the Air Force for this opportunity to be heard. I'm a Dade County resident. I support the program for an option, because I think it is the

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only option to maximize and promote the economy.

I trust and support federal studies who have found a commercial airport would not substantially alter the environment. That being said, I am of the opinion that a plan that would inject 38,000 jobs and 1 million into the economy to a community who's in desperate need of economic development is needed.

I support the airport because it addresses the economic, environmental concerns, and the truth is, South Dade needs these jobs. The county needs an airport and it means over a million dollars in earnings and the airport wouldn't harm the environment.

Thank you.

COLONEL McSHANE: Nadine Patrice followed by John Spillman.

000320 NADINE PATRICE: Hello, my name is Nadine Patrice, and I'm with the organization called Operation Green Leaf. We provide environmental education for changing communities. Although, jobs would be a great thing for our community, but I don't believe at the expense of a natural resources.

I also want to say that I heard somebody say that everybody in Homestead is for the airport,

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I believe they are incorrect. There is a farm association, and there's at least 200 households in this group that are totally opposed to this airport. And the other thing I want to say is that we need to learn from the other parts of the world where we're pushing jobs, jobs, jobs at the expense of the environment.

The Rain Forest, they want to cut down all the trees and they were talking about jobs, jobs, jobs, look at the results today? We cannot afford to make the same mistakes, by cutting all the trees all over the world and the Rain Forest, now you can see how our climate has been affected. We have floods, tons of people are dying. We have to learn from the past, because if we make this mistake, like the other gentleman said, it will be very difficult to try to do the clean up. So I urge you to listen to us and we totally oppose the airport.

We have to learn from the other areas and not make this mistake, but it will be a mistake and cost us too much money to try to clean up. Let's not make a mistake from the other part of the world. There are other alternative to jobs.

Thank you.

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COLONEL McSHANE: John Spillman.

000321 JOHN SPILLMAN: Thank you. My name is John Spillman, I'm the chairman of the Aviation Alliance of Greater Miami Chamber of Commerce.

Two years ago, the Greater Miami Chamber of Commerce unanimously urged that former Homestead Air Force Base be converted to a military/civilian use for scheduled cargo and passenger air service.

Tonight I'm here to reiterate that view, that the Chamber supports the conversion of the base and returning the land to Metro Dade County.

Further, the Chamber supports the development of the land in a manner which can create meaningful employment and investment opportunities in the context of safeguarding our national parks.

Thank you.

COLONEL McSHANE: Thank you. Julie Romero.

000322 JULIE ROMERO: Good evening, Colonel, and everyone that's involved with us. Good evening to South Dade. I am here representing three hats, one hat as a business owner, as a reality check to what South Dade is all about. Second I'm here as an environmentalist, and third I'm here as a mother.

First as a business owner, I am the past

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chair of the City of Homestead Chamber of Commerce and I'm also the past chair for the Florida Employment Advisory Council. For those people who keep quoting numbers on unemployment in South Dade, don't quote numbers, come to South Dade. For those of you who quote number on businesses and our economy, don't quote the numbers. Come to South Dade.

If you drive down US-1 and you visit Naranja, and you see those strip malls empty and you go to your friend's home who have lost their businesses, lost their homes, their children have been adversely affected because of the closing of the Homestead Base, and because of what happened in Hurricane Andrew, and our economy. That's reality.

As a business owner we see our friends trying to struggle to make it there. I am an environmentalist, I'm here to tell you that South Dade, we the people of South Dade have maintained our national parks. We're the ones who have been the in-keepers, we have been the ones who have been taking care of it.

And these environmentalists who sit here today talking and telling us what to do with it, we're the ones who live there every day. We're the

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ones that drink the water, we're the ones that take the air in. We have our children growing up in that area, and we are the ones that don't want anything to happen to it. But at the same time as an environmentalist, you know what guys, save the humans, humans have habitat too. We need jobs. And with those jobs, we need to maintain our families. What we need, we need the jobs to be able to go to the stores and shop.

I invite the 600,000 environmentalists to shop in our stores, to eat in our restaurants, to go to the grocery store, then we wouldn't have a problem, but you guys fly in and you fly out, and you tell us what to do with our place. We fought to keep Homestead Air Base there when they wanted to close it.

Then, as a mother, I tell the Federal government the following, I have raised two children and have a third one, to respect the laws, to respect federal government. We were promised by two presidents that we would be the state of the art model to the nation of a commercial airport. So I taught my kids that I keep my promises. Does the federal government keep theirs?

Thank you.

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COLONEL McSHANE: Ron Rosenberg.

000323 RON ROSENBERG: I don't think 600,000 people would come unless there were parks to come to. So I think we can work together. I don't think we have to yell at each other.

I was born and raised in Florida, I lived in Miami and Homestead. And my dad raised me to go out in the Everglades, Biscayne National Park, go on a canoe and we would spend weekends and recharge our batteries. I've re-moved to Miami. My wife and I live now in downtown. I work as a lawyer for the Justice Department. At the end of the week I'm frazzled, because this is a real tough city to live in, and I still need the Everglades and Biscayne National Park to recharge my batteries. My wife and I hope to have kids in the next few years. Please consider Fort Lauderdale as an alternative airport and the mixed-use plan.

Thank you.

COLONEL McSHANE: Susannah Troner followed by Marcela McGrath.

000324 SUSANNAH TRONER: Good evening. I'm also speaking as a concerned citizen who has lived here almost all of my life. I would like to re-do the words of a scientist, Meadows.

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We talk about jobs, taxes, quantities and, therefore, legitimate considerations. Other considerations seem not quite legitimate to talk about, because they are qualities, it's tough to stand up and tell me in town meetings and talk about health, beauty and community, it just isn't done. In fact, qualities are very real and are ultimately what count. Community development decisions on behalf a community, the land and the future, we have to use a higher human faculty than the simple ability to count. We have to ask quality questions. So what quality questions can we ask with regards to this issue? How about we meet the goals of re-developing the base in a way that benefits the economy of South Miami-Dade without it impacting the environment and our national parks. Something that's compatible with the unprecedented restoration efforts being directed at Everglades. Would you really want to go fishing, camping or sailing with plane after plane swimming overhead? What are all those tourists coming down to see after all? Quiet, tranquility, beauty and wildlife. If choosing to build a commercial airport leads us to an unknown future, the operations estimates can be contained in the SEIS and are very uncertain.

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To compound this problem is the fact that to the best of my knowledge the FAA cannot limit the number of airports built due to interstate commerce, and this lack of control is frankly to me a scary thing.

The mixed-use alternative, on the other hand, allows us to enhance our economy without such negative environmental impacts, what we call a win win solution. That's just common sense.

So I ask you to use your courage, use your common sense, and to show vision when you make your decision.

Please ask yourself quality questions and come up with a quality decision, do not convey the property for a commercial airport.

COLONEL McSHANE: Marcela McGrath. After that Santiago Leon.

000325 MARCELA MCGRATH: Good evening, my name is Marcela McGrath. I live in Miami Lakes, which is far from Homestead. However, I enjoy the Everglades. I enjoy the national parks. I enjoy the tranquility and the peace and quiet, and we think nothing on a Saturday or Sunday to just drive down Krome Avenue with low traffic and go far, just to spend a couple of hours either bicycling or

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walking or relaxing. We refresh ourselves and we come back rested and ready for the week.

I know that the City of Homestead was severely affected by Hurricane Andrew. I know that it needs jobs and industry, but if we're here for the best long-term use of the area that the Air Force and government wanted to give to the county, the best use would be the mixed-use of the Collier proposal, it would not give the air pollution, it would not given increased people, traffic, buildings, roads, it would revitalize the strip malls.

Last summer we went vacationing in North Carolina, and we visited Great Smoky National Park and we crossed over in 35 miles an hour, there was nothing, nothing, park, animals, we saw bears, we saw everything, but we come out of the park and we're confronted by this city smog, with lights, with noise, with people, with cars, with everything there. It was awful. It was shocking, and I can only imagine our relatives and our Biscayne National Park that people come to see. I don't want them to go and have that same experience. I want them to have the experience of going to a rural area. If Homestead can be benefited by having the

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Collier/Hoover proposal, it will have jobs, it will have industry, and our main industry is tourism. They are proposing things for tourism, golf resorts.

I believe that we don't need to destroy the natural beauty of Homestead and the surrounding areas, the Redlands, Naranja, Florida City by approving the commercial airport expansion. I believe that we should do the best and use it for the best to keep our tourism growing and to keep our tourism which brings the dollars into the country.

I live in Miami Lakes and I know people from Miami Lakes that say that is not a good alternative. Opa-Locka, it was used when Hurricane Andrew struck the area, and believe me, I'd much rather have the noise over my house than all the national parks, because the national parks are for all of us, millions of us, not just the city, the people that live in the city right there.

Thank you.

COLONEL McSHANE: Mr. Leon.

000326 SANTIAGO LEON: My name is Santiago Leon, I'm Hispanic, active member of Greater Miami Chamber of Commerce. I must say nobody ever asked me what I thought about the Homestead Airport and the Greater Miami Chamber of Commerce. I can tell

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you that the opinion of the Greater Miami Chamber of Commerce would not have been unanimous on the subject.

First of all, procedural objections, I think the Air Force should be very circumspect about his partner as the lead agency in the Environmental Impact Statement, specifically the Federal Aviation Administration. The FAA has trouble leasing the interior environment of an airplane, much less the environmental impact of an airport.

Another thing is why take the operations of the Air Force Base as a base line. It was the Air Force Base that chased the Flamingos away from Flamingo.

We would not be talking about an airport at all but for a sweetheart deal, a give away to a small group of politically connected developers who got a deal on a no-bid contract for free land.

As far as I'm concerned, to give those people anything would be perpetuated government paid contract, which is what we've had in Dade County.

I urge you also to follow the language, you'll notice the Homestead Airport they're talking about is a quote unquote, reliever airport. Does that sound like a half penny sales tax for those of

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you who live out here. This is a great big busy airport, you can't have it both ways.

The same way with the Environmental Impact Statement, no significant impact, no substantial impact, nothing significantly frightened. If you really need an airport, we should do it the old fashioned way, we should go out and buy the land and build an airport. It's been observed that you don't see the Federal Express people down here worried about what's happening. Why is that? Maybe they don't need an airport. Maybe this airport would be a gigantic boon dock, a lot of asphalt with no airplanes.

Next, spending millions to fix the result of past projects. We have been in Florida spending billions to fix the results of past projects which were thought to have no significant impact, reliever canals and such, okay, I can see doing exactly the same thing. We've previously observed that we're going to do exactly the same thing with this.

As to the question of jobs and environment and the airport, there seems to be jobs as an issue, the environment as an issue, the airport is an issue. If we need an airport, we

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should think about where we should put one.

And, finally, I think that the other proposal sounds like a reason why people would want to go to South Dade. I can see real synergies between parks and the aquarium kind of development, an environmentally educationally attractive environment that would create more jobs, more economic development than any of us can imagine.

Thank you.

COLONEL McSHANE: Thank you. Nancy Lee followed by Carrie Cleland.

000327 NANCY LEE: Hi. I just wanted to mention that even though they need jobs in Washington D.C., they're not putting a Home Depot next to the Washington Monument.

The past few nights you've heard the director of Miami-Dade Aviation Department speak about the Department's wonderful environmental record. I would like to submit to you that that picture is not as rosy as you would be led to believe.

The County's Environmental Department produces an annual report, which I would like to submit to you, documenting violations of environmental regulations at government facilities

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and properties in Miami-Dade County. The December, '99 issue of that report indicates that the Aviation Department's wonderful environmental record includes 57 sites with violations, many of which involve ground or ground water contamination.

In addition to the dozens of violations at MIA, these violations also exist at Homestead General Airport, Opa-Locka Airport and Tamiami Airport. I don't want to imply that the Aviation Department is directly responsible for every case listed, as there are a number of cases where former airport attendants contributed to the contamination and the Department is stuck with the clean up, and I don't want to imply that the Department is doing nothing to address the existing contamination issues.

However, it is the Department's responsibility to provide some oversight to prevent incidents, such as those documented here from happening in first course.

To my knowledge, the SEIS did not involve a review of the environmental record of the Aviation Department, the agency that would be playing a major role in everyday operation management of air pump facility. The years worth of

records are sitting downtown for review and the compliance issue or lack thereof is clear. I think this needs to be given serious thought.

The days of being reactive have to stop. In this case, the ability to respond to problems and address environmental concerns after an incident has occurred and nothing is to be impressed on. Mechanisms need to be in place to prevent such occurrences, maybe the Department recognizes that now, maybe they don't. Based upon what I see before me, I'm not willing to take that chance.

In closing, I would like to point out that the Air Force is still spending a lot of money to clean up and monitor contaminated sites at the former Homestead Air Force Base, items which are also identified in this report. When that job is finally completed, is this the agency you want to turn this property over to? I hope if you consider this, its compliance records, you will conclude that the answer to my question is no.

Thank you.

And I live six miles from MIA and I can hear the planes taking off.

000328 CARRIE CLELAND: My dad and my brother over there, dad was in the Air Force, he was a tail

gunner over Italy. If he were alive today, he would be here with us and his kids. He's the one who first showed us the Everglades, when we were little of course.

I used to be a flight attendant, and I just love planes. I would like to add my voice for my former passengers, there's a tremendous number of people who travel here specifically to enjoy our unique environmental assets. Those people of course are not here to tell you how important our wildlife and health to the Everglades are to them. Remember that those folks, also known as tourists, also need jobs. Let's protect our irreplaceable assets. Wildlife is not replaceable and extinct.

Concrete, as my brother points out, is always the last crop planted. Jobs are replaceable, ask anyone who used to work for Eastern or FP&L, it's not that easy to get a good airline job, good jobs come to those who get good educations.

One thing, as you deliberate, please consider your opinions seven generations into the future.

Thank you.

COLONEL McSHANE: Richard Friedman.

000329 RICHARD FRIEDMAN: Thank you, Colonel.

I'm Richard Friedman. I'm here as an individual. I've lived in this area 41 years. I've lived in Pine Crest for almost 30 years. That's about 15 miles north of Homestead. It seems to me we're tail wagging the dog here.

In the last 40, 50 years they've done very little for Homestead, which is a town of 10,000 people and Florida City which is a town maybe of 7,000 people. So I don't see that an environmental treasure, which is an international treasurer should be impaired in order to give jobs to two towns of 10,000 and 7,000 where Dade County, I might add, has done the following three things for them: They've given them a homeless shelter, they've put up a baseball park, where there's no team to play baseball in a park. And they have given them a Homestead Raceway, which is a NASCAR track. So those three things have happened in Homestead in the last eight years.

The fact is that when we talk about South Dade, we talk about Flagler Street south, that's a million people, we are not talking about Flagler Street south, we're talking about south of 211th Street, from a shopping center which was rebuilt, an Auto Nation Automobile place that was

built in South Dade. A lot of things have occurred in South Dade.

You destroy the Everglades, you're going to lose your tourism business. It's important. We are trustees of nature. We have a spaceship earth and we have to protect what we can on earth.

The fact is that 15 year projections, anybody can make any kinds of projections in 15 years. What I do know, is there's 25 locations for potential airports, three are smack dab in the middle of the Everglades, and there's a blank card that shows that 680,000 flights by 2015, 235,000 more with this one runway, one runway, not two, which would be 915,000 capacity in the year 2015. That same blank card says in 15 years will be 932,000. That means, if you go ahead and build this alleged airport, the capacity of that airport and MIA will be under the capacity needed in 15 years, then I ask, what about the other 17,000 flights? Are they going to build another runway, three runways, five runways? There's seven runways now in South Florida. So the fact is even based upon on the county's numbers, you have a lack of capacity 2015. What do you do then? And you've mitigated the Everglades. The word mitigation, there has been

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a problem with mitigate the problem, obviously, we'll anticipate we'll have an environmental problem because we have to mitigate it. Therefore, we're saying we're going to screw it up. We have to make it less of a screw up, and the people who are doing the screw up for us are the same people that right now politically were trying to get rid of the running the airport, because right now we want to make it into an independent authority, and get rid of the people in Dade County from running an airport because of the corruption and the stakes.

Thank you.

COLONEL McSHANE: Joy Roselyn Lumbly followed by Carlos Golts.

000330 JOY ROSELYN LUMBLY: Good evening, my name is Joy Roselyn Lumbly, I'm a long time resident of South Florida. I first came in sight with Everglades National Park through environmentalists Frank and Audrey Pitterman of Earthwise Productions, Inc. We traveled there for the first time with Audrey, other adults and children from our communities. It was a peaceful and amazingly wonderful world.

Speaking as a person of the earth, I hold the earth to be a sacred place. There's only

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one earth. We have few places left where we can meditate in peace on what the creator gave us as a gift void of man's selfish greedy, and self-indulging exploitment. The Everglades National Park is such a place, there is a place for peace.

My daughter says, we as Floridians must stand up for Florida, for the Everglades, we live here, we drink our water here. I am against the airport being built in Homestead. The indigenous peoples once observed themselves destruct the earth for the lack of vision. Look at America. It is self-destructive for the lack of vision. If this airport is built, one day we'll self-destruct for the lack of vision. We'll say, we should have listened. My mother always says, if you don't hear, you'll feel.

Thank you.

COLONEL McSHANE: Rock Simpson.

000331 ROCK SIMPSON: First of all, I'd like to go on record supporting the redevelopment of the Homestead Air Force Base as a commercial airport.

I think I'm more attune to speak on a lot of issues than most of the people here. I was born and raised here, been here 56 years. The Air Force Base was the foundation and stability of

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Homestead and the surrounding areas. If it's rebuilt and to a sound environmentally sensitive community, it's going to help and form the foundation of redevelopment of that area and provide jobs for thousands of people who are in need of those jobs now.

Also, conservationists who speak here aren't even the true issues here in South Florida. They need to redirect their issues. Along with being a resident here, I'm a camp owner at the Big Cypress National Preserve. Not too far from me at night there are gold wells running around the clock. The Collier family is getting ready to put in 800 miles of additional roads in Big Cypress in 22 more well sites. Our freshwater supply is being contaminated from farmers, and saltwater is intruding into limestone from both sides of the coast.

You've got issues that are so much greater than this airport. You need to redirect your issues and thoughts. This isn't the problem that you need to be working on.

Thank you.

COLONEL McSHANE: That was all the cards we had for people who had not spoken before tonight.

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Lloyd Brown still here? After that will be Alan Farago.

000332 LLOYD SIMPSON: Thank you once again. My name is Lloyd Brown, director of Wildlife Rescue in Dade County. And for once I'm actually glad I got to wait to the end. Because there's been a lot of issues brought up I would like to personally address. With the exception of the 14 years I spent in the Army as a paratrooper, I've been in this community my entire life. During my time in the Army I fought in two wars, and four peace keeping operations and like any of you here tonight, I have the privilege of having earned my rights as a citizen.

Now, I'm not going to go into the numbers about the unemployment, that's been brought up quite a few times tonight. I'll sufficit it to say the numbers have been falsely elevated. We have the statistics to prove it.

Tuesday night the young man said he would rather see an airplane crash in the Everglades than he would see an airplane crash in Hialeah. And I would admit, we would be better off, I won't deny that.

However, how many of us here would like

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to see a fully loaded cargo 747, or an AM-124 crash into the Turkey Point Nuclear Power plant? The woman here tonight said that's impossibile. The nuclear power plant is not threatened by the airplanes. May I remind, Monday afternoon Alaska Airlines MD-83 went completely out of control, flight crewmen had no control of where that aircraft went. Well, what happened if that would have been South Dade?

The EIS says that's it's going to be a good idea to build an airport here in South Dade. There was also a similar EIS a few years ago in Valdez, Alaska they said it was a good idea to put an oil terminal there. There's also one in Harrisburg, Pennsylvania that it would be a good idea to be put a nuclear power plant out on Three Mile Island.

In closing, I will say I attended the Chamber of Commerce South meeting last week, and there was not a consensus of support for a commercial airport, it was pretty evenly split among the mixed-use alternative and the commercial airport.

Wildlife Rescue of Dade County supports the mixed-us alternative as put forth by the

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Collier/Hoover Group Foundation. At that meeting, a banker told me that he thought environmental politics has its place, but we have to take consideration of the people first. Ladies and gentlemen, I would like to say that unless you have another planet in mind to live on, the place for environmental politics is right here.

Thank you.

COLONEL McSHANE: Alan Farago. Dr. Robert Cruz on deck.

000333 ALAN FARAGO: My name is Alan Farago, I'm with the Sierra Club in Miami. I would like to address just two issues.

The first has to do with the part of the SEIS talks about the comprehensive development master plan process, which is the state process governing the reuse of the air bases. Sierra Club was involved on litigation on that issue. The SEIS does talk about state processes as being sufficient to cover certain environmental issues. We would like to go on record adding to the comments earlier by Richard Grosso that that process was a failure. We spent a lot of time in mediation. We did not reach any kind of agreement.

And to move on to the second point. I

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would like to submit to the record a resolution by the Monroe County Commission that was filed for record on February 1st. The resolution in which contrast to so many of the political figures who spoke on Tuesday night in support of the commercial airport, Monroe County has a multi-million dollar tourism based economy, with the citizens who are entirely dependent on a healthy environment. The County Commission of Monroe County passed a resolution that resolves that the U.S. Air Force and the FAA will include the Environmental Impact Study and have a public hearing in Key Largo, and, furthermore, the Board of County Commissioners of Monroe County, Florida supports the conveyance of the former Homestead Air Force Base for development alternatives other than a commercial airport.

Thank you.

COLONEL McSHANE: Dr. Robert Cruz. On deck will be Elizabeth Tyre.

000334 DR. ROBERT CRUZ: Good evening, members of the panel and the public. We're still here. I'm going to talk to you just about one specific issue here, and that is the feasibility of the alternative plans to redevelop in the area.

You've heard tonight and over the course

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of your public hearings many arguments in favor of - any sound arguments in favor of the County's proposal. All of these arguments are supported by your own study conducted by a panel, independent panel of experts, but one of the things that happens here that I have to disagree with and I point out that the statement that the alternative proposal will create almost as many jobs as the County's proposal. I think that statement is, in fact, very misleading and inaccurate for the following reasons:

The alternative mixed-use proposal is really a combination, vaguely described combination of two previously competing proposals. And, in fact, you cannot overlay those two alternative proposals and create one proposal. You've got two proposals that are basically using the same land area with different uses. For example, the Hoover proposal have residential development where the Collier proposal had the RV park and golf course. I know you can't do that. We know those kind of things can't be done. You can't create or develop industrial space on top of golden space. That's what the two previous proposals have done.

So you if you take these two proposals and say now we're going to merge them, you really

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can't add economic impact of those two proposals. That doesn't work.

In fact, if you do have in combination with these two proposals, which is well articulated, I think you're going to see the impacts that are going to be claimed are going to be much less when looked at from a scientific and technical point of view.

The other point that I would like to make is this notion that the alternative proposals are sound from a market demand point of view, and they are not. As I said, one of the proposals calls for residential development. In fact, there isn't really a demand for residential development in that area. There's also no evidence of a demand for a luxury RV park and golf course in that area.

The aquarium is the most speculative aspect of all of those two. It's just, the market demand really hasn't been proven. You have to really rework this in order to evaluate accurately the economic impact of that alternative proposal.

And I know my time is running out. Thank you for listening to my comments.

COLONEL McSHANE: Thank you.

000335 ELIZABETH TYRE: Good evening, my name

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is Elizabeth Tyre, I am a resident of Naranja Preston Community. My house sits approximately 600 feet from what used to be the air base housing. I have been - this is the third night that I've been here listening to you all, the arguments, and I wanted to bring this little piece of information that I found in the, actually, it's in the appendix section of the SEIS report. It's Exhibit 1-1, Appendix A, in the Appendices.

This shows that in 1999 Landerman and Brown reevaluated the numbers that were submitted in 1994, and there's a page this long. I couldn't get it magnified.

One of the problems that I have with politicians coming to our area and telling us that we're going to get 38,000 jobs and a billion dollars is that when I look at these figures in this report, none of them seem to add up.

This chart right here shows that the forecasted operations have been changed in four different ways, and the last one shows that the forecasted operations is much lower than what it would be for 2015.

I don't know who to believe. I've got politicians screaming they want an airport where

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what used to be a base. All I can tell you is that in South Dade, the children that go to school in Naranja want the ability to make money for lives and their education. What they've been offered by Dade County through the Dade County School Board is a series of magnet programs that feed them from the middle school age into travel agency magnets. They're also fed into, offer the chance to attend Mask Academy on Key Biscayne and study marine biology and given the transportation to get there.

Now, after reading through this report and seeing the Hoover and the Collier plan and actually living there, we do have an RV park at the very end of the street from Naranja Elementary School and there is a very dedicated loyal group of French Canadians that use it every year. Our children have the chance to work in a travel agency to promote the tourism. The marine biology program at Mask Academy would help them work with aqua-agriculture that they can actually apply an education to.

So it's 2,717 days since Hurricane Andrew, and we still don't know what's going to happen to our community.

Thank you.

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COLONEL McSHANE: Ramon Rasco.

000336 RAMON RASCO: Thank you, Your Honor. For those of you left here, ladies and gentlemen, my name is Ramon Rasco. I represent the developers selected by Miami-Dade County in a lawful, competitive and very public process. That after many public hearings resulted in the award of a very fair and inclusive lease for the development with private sectors dollars of a clean high-tech airport that is compatible with our environment.

Earlier you heard aviation director Gary Dellapa show conclusive evidence that this community needs another airport, and the most logical and suitable place is Homestead.

There is simply no other feasible site, not in Opa-Locka, not in Fort Lauderdale or any other place in South Florida. After seven years of the most comprehensive, the best and the most expensive studies in our nation's history, we have now seen the results in a draft SEIS, which was so strongly requested by environmental groups.

Now, some of those, of the more extreme environmental groups are ignoring the study and trying to intimidate our community with litigation. I say to them, let them put up a bomb big enough to

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stop this project, we'll not be intimidated.

The Sierra attorneys, Mr. Grosso or anybody else that spoke here tonight has offered one single environmental study that shows any damage will come to our parks or our communities as a result of this airport. In fact, the SEIS which is an independent conducted study and objective and scientific study conclusively shows that the airport can be without damages to our parks or environment with the appropriate mitigation methods.

In addition to the SEIS and the other federal studies, as Mayor Penelas said, over 27 other mitigation studies have been developed by the county to mitigate the impact on the environment. The developer, my client, has never ever been opposed to any mitigation plan regardless of what's been said here before and, in fact, is committed to implementing appropriate mitigation efforts to build an airport and our environment.

The Collier Group is not here, has not been here for any of these hearings, the plan has not been the subject of any public hearing or public scrutiny in this community; it has not been approved by the local state or environmental agency or government. Instead the Collier group is in

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Washington, bypassing, trying to take for themselves the land. It is well documented in the press in other cities, not in our city and should be investigated by the Air Force before any further consideration is given to their plan, they have tried to swap their mineral rights in five or six other communities, most recently in Orlando. Every single one of these communities has told them no.

Ladies and gentlemen, an airport at the former Homestead Base is the best plan for our community. It balances economic opportunity with environmental responsibilities for our parks and our wildlife. Don't take my word for it, read the SEIS.

COLONEL McSHANE: Buddy Howanitz.

000337 BUDDY HOWANITZ: I appreciate the time to be here tonight. I waited quite late the other night, but it was getting rather late, so we left at 10:30. I wasn't called. I do appreciate the opportunity.

I have lived in Dade County over 50 years now. I grew up right down the street on 58th Avenue and 12th Street, but for many years I've lived in the area which is now affected by the Air Base. I live in a very nice area, and I have a horse ranch there, but one thing that happens is,

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every day I go down there, I go through communities that are devastated. They've been devastated since Hurricane Andrew.

I go on Saturdays to Home Depot, and if anyone lives in South Dade and goes to Home Depot off US-1, you'll see no fewer than 150 people standing on the side of the road looking for jobs. These people aren't people on welfare, these are people that need jobs. There are communities that have legitimately suffered. They're suffering today. I don't think there is a person that hasn't been here that's not sensitive to the, including myself. We love the outdoors, fish the Everglades, fish the bay. I think the best we can hope for is the opportunity to have a plan of growth. We can't stop growth, we can't stop development, but we can certainly hope that we can be a part in a progressive growth. I think that, in my opinion, at least, I don't know enough about the effects, but I can and I did read the SEIS report. I do know that from what's been reported, that the damage is not what it's claimed to be by the environmentalists that may be here today.

Recently, the same environmentalists cost the county 27 million dollars to buy a circle

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that we very gladly sold. I was part of the group that sold that to the County for 27 million, but that's what the environmentalists did.

So thank you for your time.

COLONEL McSHANE: Jonathan Ullman followed by Ignacio Sanchez.

000338 JONATHAN ULLMAN: My name is Jonathan Ullman. I'm the South Florida Everglades representative for the National Sierra Club. We're an organization that cares deeply for the national parks. I wanted to say that I keep hearing over and over again that this SEIS says that no harm will come to the national parks. Well, it never said that. And anybody who says that is incorrect, because here's what the SEIS does say.

The SEIS says that we will have a little less than one operation a minute just two miles from Biscayne National Park and Everglades National Park. It says these flights will be in altitudes of lower longer because of MIA's air space to the north. It says that the sound will be equivalent to a power lawnmower three feet away. It says that the proposed airport will have increased nutrient pollution to Biscayne Bay. It says the airport will increase nitrates by 54 times. It says that there

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will be a significant increase of air pollutants, polycycline and hydrocarbons, and among those is toxins to marine life.

It says that development associated with the airport will result in destruction of thousands of acres of agriculture and wildlife. It says that daily emissions of seven toxic like nitrous oxide, and other organic compounds will there be. Nitrous oxide levels will be increased ten times in Biscayne National Park and 45 times in Everglades National Park. And there are other things that SEIS didn't say. It didn't look at what will happen to the national parks and the environment to South Dade after the plan's second runway, if there is a planned second runway, which I would hope this will not be, because I don't think there should be a first runway. Storm water management plan, the SEIS assumes the plan will be 100 percent effective, but the County's own experts stated its design is inadequate to handle large storms and the plan is currently being challenged in contamination and quantities.

And finally the SEIS assumes that the UDB will not move, UDB is an urban development operation and minimizes the extent of development

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associated with the airport and consequently the environmental impacts. This is one thing I can prove. (Thereupon, a video was shown.)

Now, that video was good, but this is the reality.

Thank you.

COLONEL McSHANE: Mr. Sanchez.

000339 IGNACIO SANCHEZ: Good evening, Colonel, thank you for another opportunity to address the draft SEIS.

It's interesting to note that previous speakers comments attacking the airport proposal and this shows the good faith of HABDI and Dade County. Our plan is on the record, it's there for everybody to see. It's there for everybody to critic. It's impossible to critic, and therefore, it's impossible for you to evaluate the Collier/Hoover proposal. It's not on the record, nobody knows what it will do. It doesn't have any remediation plan. It doesn't have any kind of discussion with regards to the phosphorus based chemicals that will be used on the golf course. I don't envy your job, but it is very difficult to do, and that plan is yet to exist.

With respect to the draft SEIS, I want to also point out that the one thing these folks

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convinced me of is that - one lady in particular - she's been living here since 1950, how much she enjoys the park. I wanted to remind everybody that Biscayne National Park did not become a park until 1980. Everglades did not become a park until 1947. The Air Force Base was put there in 1942. It was there before those two parks and those same alligators that they enjoyed, the same snakes and same birds have coexisted with B-52's and F-16's, and they're still there for everybody to enjoy, and they've all testified for three days how much they enjoyed that park. They were all there while B-52's and F-16's were taking off at a pace that will far exceed anything that this airport will have. I support the proposed action for conversion of Homestead Air Force Base to a commercial airport.

Thank you.

COLONEL McSHANE: Paul Acosta. Next on deck is Alex Heckler.

000340 PAUL ACOSTA: Good evening. My name is Paul Acosta. I wanted to thank you once again for allowing me to address this distinguished panel.

In 1992 Hurricane Andrew devastated South Miami-Dade County. For eight years South Miami-Dade County has heard promise after promise,

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unfortunately none of those promises have been delivered. We've all heard President Clinton tell us the other night in the State of the Union Address the United States of American is moving to the new millennium with over 20 million new jobs. We're experiencing at this time now the fastest economic growth and the lowest unemployment rate in 30 years.

Unfortunately, South Miami-Dade County is not going along for that ride. They're experiencing right now 15 percent unemployment rate. I'm here to tell you the County's reuse plan will help South Miami-Dade County to get back on track. Based on the SEIS figures, it is estimated that we'll be looking at 38,000 new jobs with about one billion in earnings per year.

Now, sometimes we hear some of these astronomical figures and we really can't comprehend them. Some 20 million new jobs, you know, fastest economic growth rate, all these things that are things we really can't comprehend, but let me give you something that you can as it relates to job variations.

I said this the other night, I was cut off short unfortunately. Miami-Dade County right now is the single largest employer in Dade County.

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I'm talking about the government structure, they belong to 28,000 people, this plan proposes 38,000 jobs. What we have before us simply is an economic machine, but unfortunately now for over six years since the final SEIS report was released in 1994, we haven't been able to turn that engine on. Please let us do that now.

Now, the eleventh hour, we have a Collier plan, we're not exactly sure what this plan is, but with the most generous estimates possible, we're looking at best possibly 14,000 new jobs. About 350 million claiming in earnings. I have a hard time realizing those numbers or seeing those numbers when it's centered around two golf centers and a mobile home park.

The average aviation job will generate a salary of approximately $38,000 a year, that's 32 percent more than what your average recreational job will generate. And this is straight out of the SEIS. As far as it relates to the Collier plan, it's estimated to be the least intensive alternative.

The time has come, this community has suffered and endured enough. I urge you to support the County's reuse plan.

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COLONEL McSHANE: Thank you. Jamie Brown. On deck is Felix Hector.

000341 JAMIE BROWN: First I wanted to thank the Air Force for your great work and your patience over these three days. I'm sure it's been a long three days for you.

I am stunned that the national representative of the Sierra Club stood here tonight and tried to make the case that there's not a serious economic need in South Dade.

I just wanted to extend an invitation, sometime in between February 20th Naranja is having a community council meeting. I will drive you down there so you can sit in front of those folks and tell them they don't have an economic need. There's a 30 poverty rate in Homestead, 37 percent in Florida City, it's been declared poverty zone. And the Housing and Urban Development Secretary has said that this is one of the few pockets of poverty in the country. So I'm happy to drive you down there so you can tell the folks that they're doing all right.

I also wanted to mention in the waiting hours of the SEIS public hearings that in terms of the Collier plan, I started out the week fairly

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skeptical about what it would do for the community, at the end of the week, I am incredibly skeptical. It's definitely reinforced my opinion that it just won't work. It's smoke in mirrors. There's plenty of land down there right now to build a golf course and all these great things, but somebody's figured out, the market needs are not there, otherwise it would have been done right now.

So I hope nobody counts on this for being a solution for some folks that really need some help down there. Thanks.

000342 FELIX RODRIGUEZ: Good evening. My name is Felix Rodriguez. The last time I testified before this panel I stated that building a golf course and business complex next to a military base was not the brightest idea for obvious reasons. I also stated that the commercial airport proposal was the better of the two proposals regarding the redevelopment of the Homestead Air Reserve Base. I used nothing more than a bit of common sense and some first-hand accounts to prove my point, but I left unsatisfied with my argument.

So being a college student, I decided to do some research regarding the Collier proposal. I sat in front of my computer for hours looking

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through newspaper archives and alike. What I found was an incredible amount of information that I was not privy to when I first testified before this panel.

I found out this is not the first time the Colliers have tried to swap mineral rights for air bases. In fact, they have been unsuccessful three other times that I can account for. The San Diego Union Tribune reported in 1996 that the Colliers tried this same kind of proposal in exchange for air bases in Orlando, San Francisco, and Orange County, California. Each time the decision-makers saw right through the Collier proposal and decided against giving away the air bases. The Union Tribune referred to this proposal as a "tycoon fantasy."

So I kept searching. And I stumbled upon an article in the Palm Beach Post entitled "Don't Trade Homestead." This article stated: "In the first place, it is not at all certain that the Colliers can get the drilling permits, the holes themselves are bad enough, but the roads needed to get through the equipment to the holes would be even worse for the fragile slum."

In other words, the Colliers well may be

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offering nothing. In return they will get three square miles of prime land in an urban area with all the public facilities in place for development. The article went on to state that: "Yet another upscale golf course subdivision with some artificial lakes and a few offices might help the Collier balance sheet, but it would do little or nothing for the areas around.

So at this point the Collier proposal looks even worse, but I kept searching and I found the most damaging account by far.

In April of 1999 Florida Today reported that, "If the government doesn't accept the deal, the Collier family of Naples threaten to extend oil exploration into 825 square miles of federally protected wilderness inhabited by animals such as bald eagles, wood storks and Florida panthers."

Now, as I said the other night, I'm not an expert, but I am interested in eventually becoming an attorney. An attorneys have a term for this, extortion. In this particular case, environmental extortion.

What the Colliers are basically saying to the government is hand over the air base or we're going to drill. But being the skeptic that I am, I

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noticed one major flaw in the threat, if drilling were viable, they would have done it by now. In fact, it seems the Colliers are desperate to get rid of the drilling rights. Why? Because they're worthless, it isn't cost effective to attempt to drill over protected lands.

Ironically though the interior Secretary Bruce Babbitt told the Colliers last year to go ahead and pursue the oil exploration permits. He must have precluded the same as I did, and decided that these were empty threats.

Final thought, the commercial airport keeps the land with part of the revenues going back to the people. The choice is obvious, this county needs another airport and Homestead could really use 38,000 new jobs.

Now I understand why the Colliers decided not to give a presentation regarding the project, it's full of holes.

COLONEL McSHANE: Howard Behar.

000343 HOWARD BEHAR: Good evening, Colonel, panel, and again, thank you for the opportunity to speaking again.

I would like to point out certain elements of the proposed action versus the Collier

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plan.

As part of the proposed action, the County set up 162 acres of an area to be set aside as a park for public use. However, the Collier plan absolutely robs the County of portions of this acreage for one reason only, to retain it as part of their project. Financial gain for a private developer. But it does not end there yet.

There was a portion also that was set aside to be set up for the School Board Advisory. However, the Collier plan took part of this portion of the school property, again, for one reason only, financial gain. And what did this do? This jeopardizes federal and state funding for the county school.

Obviously this appropriation of land should have come before some type of regulatory authority that could have had some type of decision-making authority to stop this type of action. Was it ever conducted in a hearing? No. Was there ever anything in front of the County Commission? No. The Water District in Palm Beach County? No. The Department of Community Affairs in Tallahassee? No. However, what the Colliers are trying to do is a deal in Washington D.C, and,

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again, bypass the South Florida Community entirely, but let's change the topic now to golf.

The Collier plan is proposing two new golf courses, and as we've discussed before, we have a Keys Gate Golf Course that's barely used, and an adjoining Redlands Golf Course that's, again, barely used. Has there ever been a study showing that we absolutely and desperately need another golf course in the Homestead Community? No.

Where is our plan that integrates the plant activities around the golf course with a military base? There's no plan that integrates both.

But absolutely what mystifies me about this entire process is how this community and its primary source of written media, the Miami Herald, has shut its eyes on the Collier's tactics to win military bases instead of the communities that deserve them the most. But this hasn't happened in all communities. It didn't happen in Orlando, and the Orlando Sentinel stood behind its community. In fact, the Orlando Sentinel went to the heart of the Collier's threat, exposed the truth of the Collier's negotiation with the government without the city's input at all.

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Once this was known by the city, the city, the newspaper and the community as a whole came together and stopped this process entirely. In fact, the Orlando Sentinel published the concerns addressed by the major conservatory, calling their mineral rights worthless and challenging them, asking them for real land from the Colliers, if they were going to swap.

In conclusion, we as a community should act like Orlando and capture this golden opportunity to take a land that belongs to the people of Miami-Dade County.

COLONEL McSHANE: Mario J. Garcia-Serra followed by Karen Salas.

000344 MARIO GARCIA-SERRA: Good evening, Colonel, I just want to indicate in the little time I have to putting two rumors to rest. The first rumor is that there was some sort of political deal that went around this contract. Now that's just not true. Because when this contract was awarded, it was awarded, but it was awarded because nobody else was willing to put their money on it to help the people of South Dade right after Hurricane Andrew.

If there has been any political deal made, it's been going on right now, at the last

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minute, where somebody is trying to hijack the process with money in Washington.

Secondly, for those of you who believe the situation is not that bad in South Dade, I highly recommend that they drive down to South Dade, and see the 15 percent unemployment and see the 30 percent poverty rate on their way driving down Key Largo.

Lastly, the good people of South Dade need jobs, and by good jobs I don't mean hotel maids or golf guys.

Thank you very much.

000361 KAREN SALAS: Hi. My name is Karen Salas. Like Felix I also did some research and came across some articles, one which particularly interested me, so I wanted to read it out loud. Actually, I wanted to read part of it out loud.

This article is published in the Orlando Sentinel back when the Colliers were trying to swamp lands for the Orlando Naval Base.

"The Interior Secretary's Former Right-hand Man is Now Working for a Florida Family that Wants the Orlando Naval Base." This article was published May, 19, 1996 and was written by Sean Halton of the Washington Bureau.

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The article reads:

"Florida's wealthy Collier family bought a direct line from the interior secretary Bruce Babbitt as part of the family's bid to take over five military bases in Orlando at the federal government.

"The family has used Babbitt's former right-hand man as a lobbyist to help the Interior Department with a lucrative land swap involving the Orlando Naval Training Center and four soon to be closed bases on prime California land.

"That strong behind the scenes political connection may help explain why top material officials remain open to the Collier image, even as lower levels, federal and state officials question it's environmental urgency and suggest it may not be in the U.S. taxpayers best interest. Rodney Boone (phonetic) is a prominent lobbyist who was Babbitt's chief of staff in the days of Arizona governor and is still confirmed last week that he works for the Colliers."

The Miami Herald makes me wonder where their investigate team has been. This is clearly an important decision that will affect the lives for many years to come. So I urge the Air Force Base to

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investigate this further in coming to a final decision.

Thank you.

COLONEL McSHANE: Richard Groh.

000345 RICHARD GROH: Hello, ladies and gentlemen, and the panel here. My name is Richard Groh, been a resident of Dade County all my life, 38 years. Born and raised here. And I'm a member of South Dade County since 1980. I have a tape I would like to show you here of the typical business activity that's here in South Dade at this time.

(Thereupon, a tape was played.)

RICHARD GROH: Well, folks, as you can see, this is the grim reality of the situation in South Dade. For some of you that don't live here, it's hard for you to realize. I wish more business owners were here to speak for themselves, speak up for themselves, a lot of them have given up.

You've seen them, they've closed their businesses. People have their businesses here all their lives, many businesses have been here 20, 25 years, they've had to close, there's no jobs, very little jobs, very little to look forward to, from many business owners and landowners in South Dade.

Thank you.

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COLONEL McSHANE: I realize that I pulled Richard Groh's card out, I thought he was the same individual who spoken the other day, so I put him way at the back when he should have talked a long time ago. And I just called Donald Groh's name and since your brother used about five minutes, I'll give you another minute if you would like to do that at this point.

000346 DONALD GROH: Okay. My name is Donald Groh and my brother. As I was making this tape, I've had to edit so much out of it to bring it down to a little over three minutes. My wife said to me, this is so sad, I can't believe how sad it is, and I started crying.

I'm a landlord, I've got to go and collect rents from these people in order to pay our mortgages. The grim reality is they don't make money. None of the businesses are making any money, and the worst feeling in the world is going to them and serving them their eviction notices, and I just wanted to say we need our help, we need help from everybody to try to turn this situation around and we hope you make the best decision for the economy in South Dade.

Thank you.

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COLONEL McSHANE: Ana Palma, on deck Bill McHugh.

000347 ANA PALMA: Hello, my name is Ana Palma. I love the Everglades too, but I love my children, and I don't want my children to have to be going out looking for jobs elsewhere. I want jobs here for them. I think there is a way and I think the airport can be built and be environmentally safe.

Thank you.

000348 BILL McHUGH: I wanted to thank the Air Force and the FAA for holding these hearings to get the opportunity to get public views of what's going on, particularly on your draft SEIS.

I'm Bill McHugh, I'm an airport consultant. I have been here for the last two days in support of the conveyance of Homestead Air Force Base to Dade County for the development of the commercial airport.

The lead EIS has evaluated Dade County's proposed plan for this use and has found that it will produce positive job opportunities and economic growth to the Homestead area. This EIS also found that the commercial airport use will help solve the projected growth and aviation demands in the Miami area in the next few years. This will not change in

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use the land on which it was established, because that land was established as an airport some 60 odd years ago, the EIS did not find any unacceptable environmental reason to prohibit a commercial airport reuse of this facility.

I have heard many opinions on this commercial airport use would be unacceptable for this property. Many of the reasons that I heard and the information that was put forth was available to the Air Force and the FAA as they prepared the SEIS, and still, the commercial airport plan produced more benefits than the other proposed uses. Until a compelling case can be made against the commercial airport plan, I still stand in support of that plan.

Thank you.

COLONEL McSHANE: Thank you. Mercedes Sellek.

000349 MERCEDES SELLEK: Good evening, Colonel, panel members. This evening I'm here in a capacity, it's a little bit different than my last few presentations to the panel.

This evening I am here to speak for president of the senate of the State of Florida, Tom Jennings, and speaker of the house representative Mr. John Thrasher. Senitor Jennings and John

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Thrasher drafted a letter to Vice President Al Gore and asked to be read into the record, and I'll be glad to provide you a copy. The original was sent to Mr. Gore.

"Dear Vice President:

This letter is in support of the proposal of Miami-Dade County to convert Homestead Air Force Base into a new commercial airport.

As you're aware, Miami Dade's proposal has been the subject of comprehensive research. That research supports the expeditious adoption of this proposal.

The most significant aspect of the development of the commercial airport is the economic opportunity that it will provide South Dade. Infrastructure development can encourage and strengthen long term economic growth. The recent estimates suggest that the development of the commercial airport at completion would directly result in the creation of over 17,000 jobs. Additionally, it is projected that over 20,000 on-site jobs would sustain a commercial airport. Overall, the commercial airport will provide a stable economic base for South Dade.

While economic growth is paramount, it

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is also necessary to analyze the environmental effects of the proposed development. Over the last six years several reports have been produced regarding the disposal of Homestead Air Force Base. Last December the most comprehensive report, the draft Supplemental Environmental Impact Statement was released. Several findings in that report should be noted.

The draft SEIS found that overall the development would have negligible or minimal environmental impacts. It is actually projected that the mandatory implementation of the Service Water Management master plan, the freshwater discharges into Biscayne Bay will decrease 28 percent by 2015.

Noise impacts on both national parks and in the local communities are so small that a noise management mitigation plan will not be required.

Given the fact that Miami-Dade County will require additional commercial airport capacity, the proposal to develop Homestead Air Force Base offers the County an environmentally responsible way to meet that need and provide economic growth for South Dade.

It is our hope that the federal

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government will in the most expeditious way adopt this plan.

Very Truly,

Tom Jennings, Senitor. John Thrasher, Speaker of the House.

COLONEL McSHANE: Thank you. Art Fernandez followed by William Riley.

000350 ART FERNANDEZ: Thank you, Mr. Chairman, Committee. You know, I had the pleasure of speaking in front of you on Monday night as a labor leader and represented 2,000 people. Tonight, I would like to speak to you as a taxpayer of Dade County.

And I wanted to say something, Colonel. I've had clearances for 18 years to work on almost every type of missile site, I mean every type of missile, and I don't know how many missile sites throughout the country and even parts of Canada, almost on the Canadian border. And I get tired of hearing you have to make a tough decision.

Let me say this to you, Monday night I heard Representative Candas said either you pay now or you pay later. And I know that the people were right and I know they can shut down a lot of things, a lot of military bases, but like Representative Candas says, you either pay now or later. Because

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you got either two choices, you either turn over to Dade County, or you close it. So what do they want to do?

If you close the Air Force Base, it relates back to Dade County, and no telling what they're going to do. So let's leave it as an airport. Let's revitalize Homestead Air Force Base. Let's turn it back to Dade County and then have the one that puts the money up, get it developed, and I support it 100 percent.

Thank you.

COLONEL McSHANE: William Riley. On deck Jose Romero.

000351 WILLIAM RILEY: William Riley, International Brotherhood of Workers. I had the pleasure of speaking to you on Monday night down in South Dade and the same things apply. I mean, you've heard it from a lot of people, you know that in the year 2015 we're going to be out of air space. There's no other place to build the facility. There's no viable site that you could find 1600 acres or 1700 acres.

You've heard the majority of elected officials in the County state that they are in favor of this that represent millions of people in

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Florida, and in Dade County hundreds of thousands of people, and there's just no reason to hold this up any longer.

We would appreciate if you all would support the airport, because the people of Homestead and the people making a living building things, we need it, we need it really badly. So we would appreciate your support.

Thank you.

COLONEL McSHANE: Jose Romero.

000352 JOSE ROMERO: Good evening. My name is Jose Romero. I live in Homestead. I have been living in Dade County for 35 years. I own a small business in Homestead. For the last 20 years I have been there. Lately, after Andrew, we are going through a hard time. We need 38,000 jobs. We need to do this as soon as possible.

In Homestead we saw the movie, but there's more shopping centers, like the one you saw in the movie. There's one shopping center around my house, out of the 18 businesses was there, there's only two left. This wasn't on the movie. There's a lot of other things.

In our community we had an election like three months ago, we elected our mayor. If all them

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there was for this development, they all voted in favor of the airport, transfer to a be a commercial.

We should also in Dade County, the major and most of the commissions are in favor of this airport being built, the commercial. It's very important to say that the racetrack - they put a racetrack in Homestead, that only provide jobs for eight or ten days a year.

Also, the baseball that we have in Homestead is empty. Why it's empty? Because nobody wants to play baseball there because the community is very bad, there's no money. So who wants to be put baseball there? Before Andrew they were planning to put a baseball team. After Andrew they wouldn't put a baseball team. We waited seven years. We haven't done anything.

It's about time we get it going and get something resolved. Do this commercial airport as soon as possible and, you know, it's very sad to waste every year. What, are we going to have a ghost town in Homestead? We need it badly. It's enough time. Thank you, and have a nice day.

COLONEL McSHANE: Thank you. That was the last card. I'm not going to go through the cards of names I called earlier. People who didn't

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respond, if there's anyone here who has not had a chance to speak and now desires to do so, this is your opportunity.

000353 LUIS CASAS: My name is Luis Casas. Nothing can be better for Homestead City and nothing can happen better for Homestead City for the city or for Homestead citizens than bring in the commercial airport.

Miami with the Miami International Airport as any person can see Miami International Airport that is a clean city and clean airport. If you breathe air there deep, the only thing you get is fresh air in the airport, in Miami and Fort Lauderdale, too. So the best thing for Homestead City is bring the airport to commercial.

Thank you.

COLONEL McSHANE: Your name?

000354 JORGE MERIDA: Good evening. Jorge Merida. I live in Dade County. I've been living here for the past 30 years. I just want to thank you for your time. And I read somewhere In God we Trust and I want to change that to, In the Air Force We Trust. I hope we bring the airport to Homestead.

COLONEL McSHANE: Okay. Anybody else? I don't see any.

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I want to thank you folks very much for your comments and for participating in the public hearing, especially those of you who showed up so many times this week.

Your comments will be extremely helpful to the Air Force and other agencies in preparing the final SEIS.

As we close here, I do want to remind you that if you didn't comment tonight or if you did comment and decide that you have more to say on this issue, you may write your comments down. You can either leave them here with the staff today in the box on the comment table or you can mail them in later. Just make sure they are mailed no later than March 7th so we can address them in the final SEIS.

Once again, I want to thank you for attending these public hearings. The Air Force appreciates you sharing your ideas and time.

(Thereupon, the hearing concluded at approximately 11:30 p.m.)

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CERTIFICATE

STATE OF FLORIDA)
) SS:
COUNTY OF DADE)

I, MARIANA C. CONVERY, do hereby certify that the foregoing pages 1 to and including 175, is a true and correct transcription of my stenographic notes of the Supplemental Environmental Impact Statement to the best of my ability, taken at 5901 S.W. 8th Street, City of Miami, County of Dade, State of Florida, on the 3rd day of February, 2000.

IN WITNESS WHEREOF I have hereunto affixed my hand this 22nd day of February, 2000.

Mariana C. Convery

MARIANA C. CONVERY, Shorthand Reporter and Notary Public, State of Florida at Large.

MARIANA C. CONVERY
My Comm. Exp. 6/30/2000
No. CC 647883
( ) Personally Known ( ) Other I.D.

Written Comments

000001

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2-1-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

It is imperative that we protect our natural resources - specifically, parks - wildlife - marshlands. The proposed Homestead Airport would endanger many species already on the endangered list - problems with noise pollution - jet fuel spraying on the everglades, Biscayne National Park. I am adamantly opposed to the use of Homestead Airport!

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Eileen Mullray
ADDRESS/DIRECCIÓN: 50 Spadefish Ln
CITY/CIUDAD: New Largo, FL
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL. 33037

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

Se publicarán sus comentarios en el SEIS FINAL. Favor de no incluir su dirección personal si no desea que esta aparezca en el SEIS FINAL. El hecho de proporcionar esta información es considerado como su consentimiento para publicarla

Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

000002

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2-1-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

This issue made sense to explore. Have there been an alternate plan that has little or no impact on Monroe County Sensitive Areas, and the Everglades National Parks. Please keep the pristine area of the Glades.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Nancy Sullivan
ADDRESS/DIRECCIÓN: 12 South Rd
CITY/CIUDAD: Key Largo - FL
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33037

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000003

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2-1-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I AM STRONGLY AGAINST A COMMERCIAL AIRPORT AT HOMESTEAD.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: NANCY DIMSDLE
ADDRESS/DIRECCIÓN: 24 DOCKSIDE LANE PMB 469
CITY/CIUDAD: Key Largo, FL
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33037

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000004

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/7/2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

PLEASE, NO AIRPORT!

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: GINA BARBARINO
ADDRESS/DIRECCIÓN: 14 NORTH BRIDGE ROAD
CITY/CIUDAD: KEY LARGO FL 33037
STATE, ZIP CODE/ESTADO, ZONA POSTAL

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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000005

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2.1.00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I OPPOSE THE ACTIVE AIRPORT PLAN ON ENVIRONMENTAL GROUNDS. NOISE + OTHER POLUTION OVER THE KEYS IS UNACCEPTABLE. THIS IS OUR LAST LIVING REEF. WE DON'T NEED MORE DEAD REEFS.

TRAFFIC TO THE KEYS IS ALREADY OVERLOADED, THIS PLAN WOULD GREATLY IMPACT ON THIS PROBLEM. HURRICAN EVACUATION WOULD BE SLOWED BY FURTHER CONGESTION.

DON'T SELL US OUT SO CHEAPLY!!
OTHER USAGE PLANS WOULD BE REEF FRIENDLY, WHILE GREATING JOBS WITHOUT ENVIRONMENT IMPACT.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: ARTHUR DIMEDIE
ADDRESS/DIRECCIÓN: 17 W. BRIDGE LANE
CITY/CIUDAD: KEY LARGO, FL. 33037
STATE, ZIP CODE/ESTADO, ZONA POSTAL

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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Arlington, VA 22209-2802
FAX: 703-696-8828

000006

League of United Latin American Citizens

A RESOLUTION OF THE *League of United Latin American Citizens* EXPRESSING SUPPORT FOR THE REDEVELOPMENT OF HOMESTEAD AIR FORCE BASE AS HOMESTEAD REGIONAL AIRPORT IN ACCORDANCE WITH THE SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT FOR DISPOSAL OF PORTIONS OF THE FORMER HOMESTEAD AIR FORCE BASE, AS PREPARED BY THE DEPARTMENT OF THE AIR FORCE IN DECEMBER, 1999; PROVIDING FOR DISTRIBUTION OF RESOLUTION; PROVIDING FOR EFFECTIVE DATE.

WHEREAS, in August of 1992, Hurricane Andrew devastated the southern portion of Miami-Dade County; and

WHEREAS, one of the primary economic and employment centers destroyed by Hurricane Andrew was the Homestead Air Force Base; and

WHEREAS, after Hurricane Andrew, Homestead Air Force Base was closed in the BRAC process and later redefined as a significantly reduced air reserve operation; and

WHEREAS, the United States Air Force and Federal Aviation Administration (the "FAA") have recently completed the Supplemental Environmental Impact Statement (the "SEIS") concerning disposal of portions of the former Homestead Air Force Base (the "AFB"), dated December, 1999; and

WHEREAS, at the insistence of the Clinton Administration and various environmental organizations, the people of Homestead and South Miami-Dade County had been forced for several years to set aside all expectations of new jobs and economic recovery while both a Sensitivity Analysis (whose conclusions were the same as the 1994 Final Environmental Impact Statement) and the SEIS were completed; and

WHEREAS, a unique opportunity presently exists to promote the economic recovery of southern Miami-Dade County by providing for the redevelopment of the former Homestead Air Force Base as a commercial airport; and

WHEREAS, this opportunity must be pursued without further delay; and

WHEREAS, the SEIS indicates that the use of surplus lands of the AFB for the development of a commercial airport, to be designated as Homestead Regional Airport, as proposed by Miami-Dade County, can be accomplished in a manner which is compatible with the environment; and

WHEREAS, it is also clear, as the SEIS indicates, that commercial air activity at the Homestead facility will not have "any significant impact on our national parks and/or their surroundings"; and

WHEREAS, the Homestead Regional Airport will generate thousands of new jobs and will facilitate the development of airport related facilities and commercial and industrial enterprises; and

WHEREAS, the development of the Homestead Regional Airport will enable the southern Miami-Dade County community to make substantial progress in recovering from the devastating impact of Hurricane Andrew and the closure of Homestead Air Force Base; and

WHEREAS, the Homestead Regional Airport would provide scheduled air passenger services, as well as air freight, air cargo, and general aviation operations; and

WHEREAS, Miami-Dade County needs a second commercial airport and, as found in the SEIS, the only suitable site for a second airport is the former Homestead Air Force Base; and

WHEREAS, aviation services provided by Homestead Regional Airport would serve to provide much needed relief to Miami International Airport ("MIA") by serving as a reliever airport; and

WHEREAS, MIA would greatly benefit from a reliever airport to mitigate the heavy demand created by the growing quantity of international traffic; and

WHEREAS, the runway at Homestead Regional Airport can readily accommodate all types of aircraft in the civil fleet, and must, in any event, remain active in the future to meet U.S. Military and U.S. Customs needs; and

WHEREAS, the SEIS indicates that a commercial airport facility can be developed in a manner that respects our environment, while alleviating the long term planning problems of air capacity for Miami-Dade County; but more importantly, fulfilling the federal government's commitment made many years ago, to help revitalize our economy.

NOW, THEREFORE, IT IS HEREBY RESOLVED BY THE *League of United Latin American Citizens*, **AS FOLLOWS:**

Section 1. Recitals adopted. That each of the above stated recitals are hereby confirmed and adopted.

Section 2. Statement of Support. That the *League of United Latin American Citizens* hereby expresses its strong support for the development of Homestead Regional Airport, in accordance with the proposal of Miami-Dade County, Florida, as evaluated in the SEIS of December, 1999.

Section 3. Request for Action. That the *League of United Latin American Citizens* calls upon all interested parties to move forward with this essential project.

Section 4. Distribution of Resolution. That a copy of this resolution shall be distributed to the Honorable Albert Gore, Jr., the South Florida Congressional Delegation, the United States Air Force, the FAA, Miami-Dade County Board of County Commissioners,

Mayor Alex Penelas of Miami-Dade County, Mayor Otis Wallace of Florida City, Mayor Steve Shiver of the City of Homestead, the County Manager of Miami-Dade County, the Director of MIA, the Miami-Dade County League of Cities, and to other interested parties as designated by the Chamber.

Section 5. That this Resolution shall be effective immediately from and after its adoption.

PASSED AND ADOPTED THIS 31st day of JANUARY, 2000.

ATTEST:

League of United Latin American Citizens
Office of the Florida State Director

League of United Latin American Citizens
Armando V. Pomar
Florida State Director
Cellular: (305) 762-6167
948 S.W. 82nd Avenue
Miami, Florida 33144
P.O. Box 654503
Miami, Florida 33265-4503
(305) 261-5348
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Pager: (305) 212-8811
Email: LULACFLAP@AOL.com

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League of United Latin American Citizens
Office of the Florida State Director

PRESS RELEASE

Miami, 31 de enero 2000 -

LULAC de la Florida apoya el desarrollo de Homestead
Esta zona del sur de la Florida, destruida en 1992 por el huracán Andrews, debe ser desarrollada para bien de las minorías latinas.

La Liga Unida de Ciudadanos Latinoamencanos (League of United Latin American Citizens), LULAC del estado de la Florida, hace público su apoyo a todo intento de desarrollo que se pretenda y se decida hacer en el área de Homestead, una zona del sur de la Florida deprimida económicamente que fue devastada por el ciclón Andrews en agosto de1992 y donde se encuentra un aeropuerto que fue base de las Fuerzas Aereas de los Estados Unidos.

En *"Abriendo Puertas"*, programa radial que LULAC de la Florida tiene cada sábado a las 9:00 p.m. por *La Poderosa* 6.70 AM, el sábado 29 de enero, LULAC analizó y debatió ampliamente el tema de Homestead y expresó el apoyo que está dispuesta a ofrecerle a las comunidades latinas que viven en la zona, así como la ayuda que puede representar la presencia de esta organización nacional en el proyecto de desarrollo que se viene estudiando desde hace varios años.

Por los beneficios que puede representar para cientos de familias de origen latino- establecidas por muchos años en esta región- el desarrollo de esta zona del sur de la Florida, por el notable avance que puede significar en lo económico y social para las minorías que quieren seguir viviendo en Homestead y por el progreso que puede ofrecer para la zona en general, es que LULAC ha decidido apoyar y trabajar en favor del desarrollo de esta comunidad.

LULAC, desde sus inicios y por más de 70 años, ha seguido una política y está convencida que debe apoyar ampliamente todo intento donde exista la posibilidad de incrementar y desarrollar nuevos negocios y empleos que favorezcan el bienestar de las minorías de ciudadanos latinoamericanos en los Estados Unidos. El Congreso, el Presidente, las agencias federales, las uniones y los negocios deben unir fuerzas para asegurar y consolidar cada vez más la presencia latina en las prácticas laborales en toda la nación.

LULAC estima que los negocios y proyectos empresariales, como este de Homestead, donde están involucrados corporaciones y empresas de origen latino, deben ser promovidas y apoyadas fuertemente. Incentivar a los propietarios de pequeños negocios y estimular la inversión en la creación de nuevas pequeñas empresas por parte de las comunidades latinas que viven en los Estados Unidos, ha sido, es y será parte de la filosofía que predica LULAC

Para comunicarse con LULAC de la Florida, usted puede hacerlo a través del:
Tel:305-261-5348 / Fax:305-267-5200

000007

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2-1-2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I'm not in favor of turning Homestead Air Force Base into an airport because of pollution to area and I will work to avoid having planes flying over the area.
Please stop this.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Edward Albard
ADDRESS/DIRECCIÓN: 811 Narragansett Land
CITY/CIUDAD: Key Largo, FL 33037
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Florida 33037

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

000008

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2-1-2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

WE, AS TAXPAYERS, HAVE SPENT MILLIONS TO PROTECT OUR ENVIRONMENT IN THIS AREA
WHY WOULD WE TEAR DOWN WHAT WE ARE TRYING TO ACCOMPLISH?

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Sue Crisp
ADDRESS/DIRECCIÓN: P.O. Box 371592
CITY/CIUDAD: Key Largo
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33037

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Thank you for your input
Gracias por su participación

DATE/FECHA: Feb 3, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Please Don't Disturb my home by putting an airport at the AFB. I left Miami for that reason over thirty years ago.
I don't care what is said you will damage our greatest assess of the 2 National Parks with which we are blessed with in this area.
We already see a damaging of ecology by all of the housing projects eating up the precious sanctuary. The buzzards are reduced to eating our domestic animals because they have no other sources of food. I can't let my little poodle enjoy the outside for fear they will snatch her as once they tried. The decrease in the birds native to this area can't be found many of them now. WE NEED THEM FOR A Healthy Ecological System for US to Survive. DON'T BE A MURDER as your grandchildren will know if you proceed with this plan to build an airport.
This LAND OUR LAND Will Die if you do!
Stop SAVE WHAT WE HAVE left

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MAS ESPACIO****

NAME/NOMBRE: M. Elsie Cottrill
ADDRESS/DIRECCIÓN: 25510 S.W. 124 Ave
CITY/CIUDAD: Princeton, Fla.
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33032-5819

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Thank you for your input
Gracias por su participación

DATE/FECHA: 02 / 01 / 00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I am for rebuilding the AFB, but not putting an Airport there. We who live here in homestead for dam south live for dam south for a reson, other wise we would live in miam. So we cold hear all the noise. I work in [redacted] lodging on the AFB. and [redacted] I see all the traffic that comes in. Military Related. If you don't want to rebuild the base itself. Then dam well leave it alone! I live right dam the street from the base, and I don't want all the noise polution and traffic. If I did I would move to Miami. That AFB sets in more people than some think. To rebuild the base it self some behind the safe would be smart. but not an Airport! I think this is unfair to the people who live in Homestead, that others get to vote on this. It is bery bild in homestead therefore we should be the ones only to be able to vote on the decision. Not people who live in Miami. I'm sure alot of people who live here now would complain if their

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Rebecca Drona
ADDRESS/DIRECCIÓN:
CITY/CIUDAD: Homestead
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL

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peace and quiet down south was ruined because of some airport that I'm sure [redacted] none of us who live down here want up. [redacted] to expand on the base, ut that an Airport would be smart.

000011

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2-1-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

FIND
PROVIDE LARGER FACILITIES IN
WHICH TO HOLD THESE "PUBLIC" MEETINGS.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Luis Tordo
ADDRESS/DIRECCIÓN: 15511 SW 305 St.
CITY/CIUDAD: Homestead FL 33033
STATE, ZIP CODE/ESTADO, ZONA POSTAL

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000012

GERALD O'REILLY
OCEAN REEF 100 ANCHORAGE [illegible]
KEY LARGO FL. 33037

OPA LAKA HAS A TREMENDOUS FACILITY WHY NOT USE IT. IT HAS WHAREHOUSES, ADEQUATE RUNWAYS AND YOU CAN REPLACE THE COAST GUARD FACILITY.

THE CONVERSION OF HOMESTEAD IS A ECOLOGICAL DISASTER. ALSO NON POINT SOURCE POLUTION FROM RUN OFF INTO BISCAYNE BAY.

CHECK WHAT HAPPENED TO JAMAICA BAY IN NY AFTER IDLEWHILE (KENNEDY) WAS PUT IN FULL OPERATION.

000013

20827 SW 86 Avenue
Miami, Florida 33189

Homestead SEIS
AFBCA/EX
1700 N.Moore Street
Same 2300
Arlington, Virginia 22209-2809
FAX (703) 696-8828

To Whom It May Concern:

I am addressing this as a resident of South Miami Dade County. I am a parent, a grandparent, and as one who actively works to try and make my community a better place to live.

I oppose the development of a commercial airport at the former Homestead Air Force Base.

I have spent my entire adult life insuring that my children and grandchildren eat the proper foods, receive quality education, learn morals and values, adhere to fundamental principals of good citizenship, and accept responsibility. As many parents, I have spent endless hours medicating sore throats, bandaging cuts, and waiting in emergency rooms. I have spent many more hours shopping and preparing healthy meals, becoming educated about anything which could be construed as potentially hazardous to my family; and taking whatever measures I can to insure that my children and grandchildren will live a quality life in a healthy environment.

I don't believe a commercial airport at Homestead Air Force Base fits that equation.

In my lifetime many of nature's treasures have disappeared. Entire species can now only be identified in historical data. Many more are threatened with extinction. Our waterways are contaminated, our air is polluted, our land decimated by waste and toxic chemicals. Those unspoiled areas that are left to future generations are becoming fewer and we know that those areas really aren't unspoiled.

I live in an area that is in the shadows of Mt. Trashmore and the former South Dade landfill. My home is not far from the county's waste water treatment plant. It is within walking distance of detention facilities, housing projects, and failed attempts at more dump sites, electrical towers, and other undesirable projects. We live in an area that has failed economically - only some of which can be blamed on Hurricane Andrew.

I do not believe that a commercial airport, with a projection of over 230,000 annual flights over my neighborhood will enhance my community. I do not believe that a commercial airport, lying within five miles of a nuclear power plant and the site of thousands of nesting birds, will enhance my community. I do not believe that a commercial airport, with no infrastructure and only my tax supported dollars to develop one, will enhance my community. I do not believe that a commercial airport, which promises to endanger Biscayne National Park and Everglades National Park, will enhance my community.

I do believe that a plan, which would form a partnership of economy and ecology, of business and pleasure, would enhance my community. I do believe that business people with a reputation as a good neighbor, a history of sound investments and a commitment to the environment, would enhance my community.

We are all here with the same dream. We want to live in a desirable community with a booming economy It is the methods to achieve that dream that we differ.

I support the proposals being offered by the Collier family. I also support the ideas proposed by Lucy Hoover Chase. I hope that a merger of these ideas will become a reality. I hope so for the sake of my children and grandchildren - and for their children.

Sincerely,
Nancy McCue

000014

Written Comment Sheet - Hoja para Comentarios por Escrito
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Thank you for your input
Gracias por su participación

DATE/FECHA: 1/1/2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Even if I don't like here now, I was thinking of buying a home in Homestead, because of it fresh and clear sky and low noise pollution. I live 2 blocks from the Miami Airport and I have lost some of my hearing devolpe tinnitus and not to mention how much I have to clean. Every day my car is fill with dirt soil and some other kind of pollutant. Do we want this for our future youngs, and job forget it, it is a know pratice that airline accepts transfer before new hire, so guess again who will end with the new job, people for the outerskirts, just like myself. So please do you job right.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Johanna Ruiz
ADDRESS/DIRECCIÓN: 4361 NW So Tamiami Ca Dr. Apt 306
CITY/CIUDAD: Miami Fl 33126
STATE, ZIP CODE/ESTADO, ZONA POSTAL: P.O. Box 6895 Miami Fl,

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000015

Written Comment Sheet - Hoja para Comentarios por Escrito
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Thank you for your input
Gracias por su participación

DATE/FECHA: 02/01/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I can't believe how many people come out to support the airport. I thought it made perfect sence when your faced with the question, enviromental growth or economic growth, I thought without a doubt, you would chose enviromental well being. Who would want to live and work in an smog infested, industrialized, and just plain dirty city. If economic growth is so important why not turn yellow stone into a lumber field, or demolish Bryce and Zion National parks for opening up mass producing factories. Why not just destroy every rock and beach and forest and maintain and river, and put up houses and hotels and factories and airports and malls and shopping centers. Why? Because noone would like to live in a place where the sky is gray not blue, and the ocean is brown, or the trees are gone, and there are no animals left either. We need to save of Planet. And building an airport in the middle of 2 national parks Is the first step in the wrong direction.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Nick Fuechsel
ADDRESS/DIRECCIÓN: 8305 SW 185 Ter
CITY/CIUDAD: Miami
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL, 33157-7335

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/1/2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

NO AIR PORT
NO Pollution
NO Noise
SAVE the water
SAVE The Keys

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: A. Sonny Vargas Jr.
ADDRESS/DIRECCIÓN: 4 Harbor Island Dr.
CITY/CIUDAD: Key Largo, FL 33037
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/1/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

NO AIRPORT
NO POLLUTION
NO NOISE
NO TRAFFIC
SAVE THE KEYS

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: DEANNA JONES
ADDRESS/DIRECCIÓN: 3 OLEANDER DR
CITY/CIUDAD: KEY LARGO
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33037

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Thank you for your input
Gracias por su participación

DATE/FECHA: 02-01-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

AS A RESIDENT OF KEY LARGO AND EMPLOYEE AT OCEAN REEF, MY MAIN CONCERN IS THE NOISE, AND POSSIBLE NITROGEN EMISSION FROM AIRCRAFT. THE EFFECT THIS ACTIVITY WOULD HAVE ON THE ENVIRONMENT SHOULD ENTER INTO THE DECISION PROCESS.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: EDWARD W. SMITH
ADDRESS/DIRECCIÓN: 39 JEWFISH AVE
CITY/CIUDAD: KEY LARGO, FL.
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL. 33037

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Thank you for your input
Gracias por su participación

DATE/FECHA: Feb 1, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

My husband and I are opposed to a commercial airport in Homestead. The noise and pollution occurring with the airplanes will cause discomfort and destruction to neighborhoods + the environment. Serious consideration should be given to alternate plans that are being proposed. These plans will provide jobs for the area populace and have minimal impact on the environment.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Patricia Dracos
ADDRESS/DIRECCIÓN:
CITY/CIUDAD: Key Largo, Fl. 33037
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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Thank you for your input
Gracias por su participación

DATE/FECHA: Feb 1 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

We have to save the Everglades - the alternative plans will offer as many jobs for the Homestead Citizens. Hopefully, the Federal Government will save our world for the next generations —

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Nancy Clark
ADDRESS/DIRECCIÓN: Cay Harbor 7B
CITY/CIUDAD: Key Largo Fla 33037
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/1/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I live here and depend on the pristine Biscayne Bay/Everglades National Park for our livelihood as well as a refuge for peace and quiet. Please don't destroy it for our future generations. Do (Save National Parks) need our help to survive. Don't think pollution will enhance our parks — protect our livelihood depends upon peace in our neighborhoods. I don't want to hear another word OR DRINK this new airport proposal

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Lavie Seitz
ADDRESS/DIRECCIÓN: 1078 NW 5th Ave
CITY/CIUDAD: Homestead Fl
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33030

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/1/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Dear Reader,
I am very concerned in how the outcome of this protest will affect me. I live right under the spot the jets will be flying over. I am proud that I know a lot about Florida, and I'm glad I do. Now I know how the pollution will affect the aquifers that we get drinking water from. Now I know how air pollution can hurt my lungs. Now I know that I don't want a 747 jet coming over my house at 3am in the morning. I spent my last birthday in the Everglades, and I want that spot to be around for my 11th Birthday. I may only be 10 years old, but I know enough that I don't want that airport.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Erin Jester
ADDRESS/DIRECCIÓN: 1678 N.W. 5th Ave. ~~Homestead, FL 33030~~
CITY/CIUDAD: Homestead
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL, 33030

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AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

000023

Carlo Ruiz —— 639 NW 128 PL Miami 33182

-> I (was/am?) moving to Homestead just to get away from the noise, SOOT, crazyness, crowds now with an air-port... probably WON'T -

-> IS bad real bad Feng-Shui ·· bad bad bad! energy coming from who knows where, getting into your space... bad vibes!!!

I now live miles off ~~to~~ MIA, west of. and can't stand the oily garbage that falls in my house 1 clean 'n clean .. no use!

-> I used to like nearer-east the city and hear this: I'm almost DEAF from the noise those flying monsters make... They wake me up at night make me nervous .. mad mad mad!

-> still, now, living west, the disturb my sleep at night and wreck my nerves ALL DAY

??? DO YOU WANT TO TRADE PLACE W/ ME?
NO.

.. and who does think will be getting jobs there?
They'll TRANSFER the drones from Miami.
Jesus! I come to Homestead all the time just to BREATH CLEAN AIR, SEE STARS 'n rejoice in SILENCE. Don't lose this.

000024

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: FEB. 1, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I FIRMLY BELIEVE THAT USING THIS AIR FORCE FIELD AS A COMMERCIAL FIELD WILL BE VERY HARMFUL TO THE FRAGILE ECO-SYSTEM OF THE EVERGLADES AND THE CORAL REEFS OF THE OCEAN. IT WILL ALSO BE EXTREMELY DELITERIOUS FOR THE TOURISTS AND VISITORS TO TOURIST SITES ON KEY LARGO. THE NOISE FACTOR ALONE, PLUS THE POLLUTION THAT COMES FROM CLIMBING JET AIRPLANES.

FURTHERMORE, FOR THE AIR FORCE TO GIVE THEIR FIELD TO DADE COUNTY AND THE COMMERCIAL INTERESTS THAT WILL PROFIT FROM IT IS UNCONCIONABLE.

IN ADDITION, THERE ARE GROUPS WILLING TO PAY FOR THAT PROPERTY AND DEVELOP IT INTO HOUSING, ETC. THAT WOULD NOT ENDANGER THE ENVIRONMENT AND SURROUNDING POPULATION AREAS, AND ALSO CREATE MANY JOBS.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: REV. DR DONALD H. HEINRICH
ADDRESS/DIRECCIÓN: 64 TARPON LN
CITY/CIUDAD: KEY LARGO, FL 33037
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33037

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Thank you for your input
Gracias por su participación

DATE/FECHA: Feb. 1, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I am very much opposed to making Homestead Air Base into a commercial airport and highly favor any of the alternatives, for three reasons:
1) the environmental damage to the two adjacent National Parks and water - Card Sound, Barnes, Florida Bay, etc.
2) the greatly increased noise level over the population areas of the Keys
3) the more permanent jobs supplied by the alternatives - especially the Collier
4) the moral and political outrage of giving the valuable land away to cronies who stand to make a mint of money.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Mary F. Heinrich
ADDRESS/DIRECCIÓN: P.O. Box 73 (three months on Keys)
CITY/CIUDAD: Wayne
STATE, ZIP CODE/ESTADO, ZONA POSTAL: IL, 60184

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Thank you for your input
Gracias por su participación

DATE/FECHA: 1 FEB 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Imagine all the traffic to and from a commercial airport - Do you remember the traffic at a HAFB airshow? In order to effectively transport the people and cargo to and from a commercial airport it must be located in a central area further North, not at the end of the peninsula! The Collier/Hoover plan will enhance our quality of life, the commercial airport will distroy it.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Todd Lary
ADDRESS/DIRECCIÓN: 11800 SW 147 Ave
CITY/CIUDAD: MIAMI
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33196

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Gracias por su participación

DATE/FECHA: 1 FEB 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

This is a nobrainer! Why would you put a commercial air put at the end of the peninsula? This airport should be located in a more central location where all of South Florida will benefit. Does your driveway take you to the corner of your lot - Heavens no, it takes you to the center of activity - The Collier Hoover plan is much more desirable for the quality of our lives in South Dade.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Todd Lary
ADDRESS/DIRECCIÓN: 11800 SW 147 Ave
CITY/CIUDAD: MIAMI
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL [redacted] 33196

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/1/2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I support the proposal to use this site for a commercial airport. It will bring much needed jobs to this community

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Lea Kaskel
ADDRESS/DIRECCIÓN: 1550 NW 17th St
CITY/CIUDAD: Homestead Fl 33030
STATE, ZIP CODE/ESTADO, ZONA POSTAL

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Gracias por su participación

DATE/FECHA: 2/1/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

"Numerous trends indicate that the technicalogical era is engaged in a dire battle with nature. Unless we begin to change our priorities from being outwardly wealthy to inwardly ~~wealthy~~ abundant, we risk the destruction of our beautiful planet + ultimately, ourselves. We need to make a conscious + concerted effort to reorganize our lives so that we function + coexist harmoniously with all of Nature + each other."
by Tasha Mansfield, PhD
When God Talks Back

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Susan Fastu
ADDRESS/DIRECCIÓN: 1139 C Independence Trl.
CITY/CIUDAD: Homestead, Fl. 33034
STATE, ZIP CODE/ESTADO, ZONA POSTAL

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/1/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Whereas this area is unique on the entire planet and whereas an airport will ruin the peace, quiet & relative non-pollution of a world class heritage site and whereas there are excellent ecological alternatives to provide jobs & improve our economy I OPPOSE the planned civil airport in HATB.

I SUPPORT the Hoover/Collier plan which will increase tourism, protect the site and allow our two national park treasures to continue providing properly to hunt and refuge for plants & animals

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Ellen Siegel
ADDRESS/DIRECCIÓN: 5140 SW 82 Ave
CITY/CIUDAD: Miami Fl
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33155

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2-1-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

My name is Elizabeth I lived Next To the Base I don't want a plane to be over my house all day long.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Elizabeth Cosio
ADDRESS/DIRECCIÓN: 21723 SW 132 ct
CITY/CIUDAD: Miami Fl 33032
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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Thank you for your input
Gracias por su participación

DATE/FECHA: Feb 1, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

after years of work - including three plus years in the Army in World War II, I retired to the Keys for tranquility & to enjoy the qualities that the Keys offers. This airport would be a disgrace to all of nature as we know it. an airport should not be allowed

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Lawrence D. McCann S/Sgt Retired
ADDRESS/DIRECCIÓN: 46 Harbour House
CITY/CIUDAD: Key Largo
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Florida 33037-3737

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2-1-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I OWN THE OLDEST ESTABLISHED BUSINESS IN THE CITY OF HOMESTEAD. WHATEVER IS THE BEST ECONOMIC PLAN FOR THE AREA SUITS ME.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: F. Evelyn McLEAN
ADDRESS/DIRECCIÓN: 820 N. KROME AVE.
CITY/CIUDAD: HOMESTEAD
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33030

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2-1-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

THEY BIN HAD AIR FLIGHTS THROUGH THE AIR WHEN THE BASE WAS HERE. WE NEED THIS AIR PORT FOR THE BETTER OF THE PEOPLE.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: DANNIE LEWIS
ADDRESS/DIRECCIÓN: 620 N.W 7TH AVE APT #30
CITY/CIUDAD: POMPANO BCH FLA.
STATE, ZIP CODE/ESTADO, ZONA POSTAL 33060

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/1/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Please, Save the National Parks for your children. We can't replace the many values that Everglades and Biscayne have with monetary compensation. The University of Miami Earth Alert Club begs Homestead not to make a huge mistake.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Lesley Brown
ADDRESS/DIRECCIÓN: 1239 Dickinson Dr.
CITY/CIUDAD: Coral Gables
STATE, ZIP CODE/ESTADO, ZONA POSTAL FL 33146

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2-1-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Dke don't put in an airport. There are some wonderful alternatives that can be seriously looked.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Pete Shield
ADDRESS/DIRECCIÓN: 15 Sunrise —
CITY/CIUDAD: Key Largo
STATE, ZIP CODE/ESTADO, ZONA POSTAL 33037

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DATE/FECHA: 2/1/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I understand that the nuclear is built, in the Flight Path of an airport, it must be constructed to withstand the crash of the largest plane to use the airport. I further understand that Turkey Pt. Nuclear Power Plant is designed to withstand the crash of F14 Jets which were flying over it when it was built. However, it is NOT designed to withstand the a crash from the larger jets that would be using it if the airport is expanded. This is of great concern to me

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: LOUIS BEVIER
ADDRESS/DIRECCIÓN: 29 Fishermans Cove Unit B
CITY/CIUDAD: Key Largo,
STATE, ZIP CODE/ESTADO, ZONA POSTAL FL 33037

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Gracias por su participación

DATE/FECHA: 2-1-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

We the people in and FAFCON 2nd in Homestead hope to start any project to bring Business and jobs to the area. We have been suffering since Andrew. We have Mortgages that we didn't have before.
Stop the talking and get to business before it is too late for many of us. There will be no Homestead if we keep on talking and no action

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Found Hatem
ADDRESS/DIRECCIÓN: 13330 SW 288 St.
CITY/CIUDAD: Homestead
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Fl 33032

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Thank you for your input
Gracias por su participación

DATE/FECHA: 3/1/2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I oppose the building of the commercial airport at Homestead, because I do not feel that such a facility should be built next to Everglades National Park and Biscayne Park. These parks are treasured national resources and are environmentally very fragile. We need to protect our natural heritage for future generations

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Muse He Winton
ADDRESS/DIRECCIÓN: 115 ANCHOR DR.
CITY/CIUDAD: Key Largo, Fl. 33037
STATE, ZIP CODE/ESTADO, ZONA POSTAL: F. 33037

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

000040

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2-1-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Long term use without the proposed airport will provide jobs and a place to live in dignity with a fresh, drop fingertips. Our children and their children will live without pollutants and hearing loss and maximum stress

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: M D Richards
ADDRESS/DIRECCIÓN: 426 S Harbor Dr
CITY/CIUDAD: Key Largo
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33037

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DATE/FECHA: 2-1-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I am not an environmentalist, but the pollution factor on our water + fish would be a disaster. I think of all the petroleum products that would go into the ground and into our distinct coral reefs.
I believe the noise factor is a very salient factor to consider. This has been minimized but it is very real.
Jobs are important but the alternatives to an airport will produce as many and will keep our beauty as it now is — in fact they will increase this aspect
I am opposed to an airport!

These express my sentiments exactly
Alice H. Burst - same address

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Donald O. Burst M.D.
ADDRESS/DIRECCIÓN: 45 Barracuda Lane
CITY/CIUDAD: Key Largo
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Fl 33037

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Gracias por su participación

DATE/FECHA: 2/1/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

The Collier-Hoover Chase Plan will provide jobs and save the parks —
The Collier plan would create an attractive, area that would draw tourists and residents — and the world-class acquarium of the Hoover Chase plan (combined with the Collier plan) would be a real drawing card.
The cargo airport would irreparably damage the 3 parks that are now the principal reason people come here.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Patricia Dort
ADDRESS/DIRECCIÓN: 39 Island Dr
CITY/CIUDAD: Key Largo FL
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33037

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Gracias por su participación

DATE/FECHA: 2/1/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

THERE CAN BE JOBS WITHOUT DESTROYING A SENSITIVE & IMPORTANT ECOLOGY
THE COLLIER PLAN IS BEST

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: D.T. DORT
ADDRESS/DIRECCIÓN: 39 ISLAND DR
CITY/CIUDAD: KEY LARGO
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33037

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/1/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I LIVE IN KEY LARGO AND AM OPPOSED TO ANY TYPE OF AIRPORT.

I DO SUPPORT THE COLLIER HOOVER CHASE PROPOSAL

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: KENT JOHNSON
ADDRESS/DIRECCIÓN: 3 OLEANDER DR
CITY/CIUDAD: KEY LARGO FL
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33037

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2-1-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

As president of The Riviera Village Property Owner Association, a subdivision of Key Largo, at Mmas I have spoken with nearly all our members at a recent meeting (63 members). NOBODY wants an airport in Homestead!

The Airport would bring noise pollution, truck and auto traffic, warehouses, and crime. It would lower our quality of life and our property values. It would endanger our wildlife, our parks, sanctuarys, reefs, and our environment. It is a threat to Turkey Point Nuclear Plant.

A much better alternative would be the development of a Golf Course, shopping mall, residences, restaurants and other non industrial development. This would be safer, cleaner, and environmentally friendly.

If an airport occurs, no doubt fuel dumps, crashes, smuggling and awfull congestion and traffic will occur. This will ruin S. Florida

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Rex Rothing
ADDRESS/DIRECCIÓN: PO Box 1694
CITY/CIUDAD: Key Largo
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33037

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I feel that this airport is being rammed down our throats by big-money construction lobbyists with total lack of truth in the environmental studies.

Jobs are important and so is the economy but these can also be provided by alternative developments, anything but an airport!

000046

2-1-00

My NAME IS TIM KIRKWOOD
& I WOULD LIKE TO SAY
SOME KEYWORDS.

Pollution
NATURE
More
Pollution
less
Nature

000047

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/1/2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

IT IS OF UTMOST IMPORTANCE THAT THE KIND OF DEVELOPMENT BEING PROPOSED - A COMMERCIAL AIRPORT - ON THE FORMER AIR FORCE BASE, BE RETHOUGHT. WITH THE SENSITIVITY OF THE AREAS THAT SIT ADJACENT TO THE BASE - BISCAYNE NATIONAL PARK AND EVERGLADES NATIONAL PARK, IT IS UNTHINKABLE THAT THIS IS STILL BEING PUSHED WHEN ALTERNATIVE PLANS - MIXED USE - ARE AVAILABLE. THE MANNER IN WHICH THE COUNTY MANAGED THE CONTRACT TO HARDI RAISES SERIOUS QUESTIONS ABOUT THEIR MOTIVES AND THEIR ABILITY TO DESIGN & BUFFER ZONE FOR THE AIRPORT. IF COUNTY OFFICIALS CANNOT BE TRUSTED TO WORK FOR THE GOOD OF ALL ITS CONSTITUENTS AT ALL TIMES, THEY CERTAINLY SHOULD NOT BE CONSIDERED TO BE CAPABLE TO DO SO AT THIS TIME WHEN SO MUCH IS AT STAKE -

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: MARK WALTERS
ADDRESS/DIRECCIÓN: 1600 NW 10th AVE
CITY/CIUDAD: MIAMI
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33136

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2-1-00

I am opposed to the proposal to develop Homestead AFB as a commercial airport or spaceport. I believe the degradation of our quality of life far outweighs the benefits. Lets work on a solution to improve everyones way of life

Lance Lancaster
61 Showlad Drive
Key Largo, FL 33037

000049

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DATE/FECHA: 2-1-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

SEIS IS A FALVED DOCUMENT

SAVE OUR PARKS

NO JOBS WILL BE GOTTEN WITH AIR BASE BECAUSE IT WILL BE TIED UP IN COURTS FOR 10 YEARS

ALTERNATIVE PLANS ARE MUCH BETTER

AIRPORT DEVELOPERS ARE POLITICAL FRAUDS WITH DADE COUNTY OFFICIALS THEY DON'T KNOW HOW TO RUN AN AIRPORT

AIR FORCE OWES SO FLA. A BETTER DEAL.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: SHELTON MANN
ADDRESS/DIRECCIÓN: 298 PUMPKIN CAY
CITY/CIUDAD: KEY LARGO FL
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33037

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Gracias por su participación

DATE/FECHA: 2-1-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

VERY IMPORTANT NOT TO HAVE AIRPORT IN HOMESTEAD. BAD FOR ENVIRONMENT AND ECOLOGY OF NATURAL PARK AREA BAD FOR RESIDENTIAL AREAS OF UPPER KEYS ALTERNATIVE USE OF LAND WILL PROMOTE JOBS, AND AVOID PROBLEMS THAT WILL SPOIL THIS REGION

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: G. MANN
ADDRESS/DIRECCIÓN: 28 Pumpkin Cay
CITY/CIUDAD: Key Largo
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Florida 33037

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Collier Blvd!! Yes!!!

000051

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Gracias por su participación

DATE/FECHA: 2/1/2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

The Politicians present today advocating the impending "SLAUGHTER OF OUR NATURAL God Given HABITAT" SPOKE in favor of humans (prof.) over animals & the environment. Do they commuting from their homes ... Did they really believe the other side of their self serving schemes. Humans, fruit, animals and environment last??? But can we really say that humans in the longrun can truly survive without the inherent natural balance of an eco-system such as our everglades. Yet give up future men moneyland profits but not at the expense of agriculturally and or slaughtering our natural resources. Can we just have (I suspect) Mama Nature also represented in our eco-system for our future generations. Yet give future generation a chance to survive. What we have done do (well) I SURVEY, WHAT PROFIT a man if he gains the whole world if he loses his soul. Let all debate on environment be unbiased politicians.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: JUAN C. RIVADENEIRA
ADDRESS/DIRECCIÓN: 905 TANIER ST
CITY/CIUDAD: Coral Gables
STATE, ZIP CODE/ESTADO, ZONA POSTAL: (305) 443-3949 33134

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DATE/FECHA: 2-1-00

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I AM Apalled by the fact that this public meeting was a grandstand to sell the Airport IDea. It is NOW 8:15 pm AND NONE FROM the General public HAS HAD a chance to voice their concerns AND opinions. I have never seen Anything like this before. The Best solution for this is the Collier plan. we need to Attract Corporate America TO this area so that our communities can thrive. An Airport is not my a threat to our environment But is incompatible for our community. US-1 is Gridlocked on a regular BASIS an Airport will worsen our Name in the south. If we Bring industries to Homestead it will be better.

I am opposed to the Airport IDea Let's Bring this issue to a Vote of the taxpayers like we did with the $ tax. The People are tired AND sick of the planning AND public waste of dollars

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: DIEGO RIVADENEIRA
ADDRESS/DIRECCIÓN: 12425 SW 93rd ct
CITY/CIUDAD: Miami ~~FL~~
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33172 (305)-257-1778

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DATE/FECHA: 2/1/2000

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I came to this meeting to hear and appraise opinions on this issue - not to hear every politian speak!!
Hear the communities not "Political B.S."!!

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Gene Bennett
ADDRESS/DIRECCIÓN: 25516 SW 127 Pl.
CITY/CIUDAD: Princeton
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Fl. 33032

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2-1-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

This meeting is a farce.
The persons most concerned with the issue are being Totally ignored. The citizens of Keys Gate & other adjacent areas to the base will never be heard.
What a shame & disgrace to our government

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Mrs. Mildred L. Strauss
ADDRESS/DIRECCIÓN: 2550 SE 7 place
CITY/CIUDAD: Homestead FL
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33033

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DATE/FECHA: 2/1/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

YOU NEED TO SERIOUSLY RE-EVALUATE THE PUBLIC COMMENT PROCESS. IT TOOK 3 HOURS FROM THE STATED START TIME OF 5:30PM FOR A CITIZEN TO SPEAK. THE FIRST HOUR OR MORE WAS GIVEN TO ELECTED OFFICIALS. PLEASE CREATE A PROCESS WHERE CITIZENS ARE ALLOWED TO SPEAK AND GIVE INPUT IN A TIMELY MANNER

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Ben Gardner
ADDRESS/DIRECCIÓN: 3535 HIAWATHA AVE, #321C
CITY/CIUDAD: Miami, FL
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33133

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Thank you for your input
Gracias por su participación

DATE/FECHA: Feb. 1, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

please don't bother the fish + birds with more human noise - humans have already taken up more than their share of Miami-Dade land
Airports are incompatible with wildlife preserves
- as no protected birds there are plenty enough without an airport

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: William Fitzell
ADDRESS/DIRECCIÓN: 1417 NW. 1st Ave
CITY/CIUDAD: Homestead FL
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33030

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Thank you for your input
Gracias por su participación

DATE/FECHA: 1 Feb '00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

If MIA was not so corrupt, that money could be used to employ the people in South Dade. Why have corruption on top of corruption. Let the purity of nature have its own space in Dade County. Airports are for the birds.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: JOE DUPRÉ
ADDRESS/DIRECCIÓN: 11767 S. DIXIE #222
CITY/CIUDAD: MIAMI, FL 33156
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

000058

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: Feb 1, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

This was advertised as a "Public Meeting". However, it turned out to be a 3 hour monologue of local politicians. Was this deliberate in order to discourage citizen input? Many left, unfortunately before giving their part. Just for me, I do hope the next "meeting" will allow citizens time as important as politicians.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Elizabeth Bryan
ADDRESS/DIRECCIÓN: 187 NW 12th St
CITY/CIUDAD: Homestead, FL
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33030

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Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/2/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

DEAR SIRS:

PLEASE SAVE US FROM THE MIAMI-DADE COUNTY AUTHORITIES. THEY HAVE SHOWN OVER AND OVER AGAIN AN ARROGANT DISREGARD FOR THE PEOPLE OF S. DADE.
THEY DO NOT HAVE THE POLITICAL COURAGE TO RESIST THE SPECIAL INTERESTS AND BIG MONEY DEVELOPERS. JUST THIS WEEK THEY SQUASHED A HIGH DENSITY DEVELOPMENT IN KENDALL THAT WAS TO TRY A SANE ALTERNATIVE TO RAMPANT GROWTH.
EARLIER — THE COUNTY SHOVED DOWN OUR THROATS THE HABITS DEVELOPMENT PLAN WITHOUT BID OR PUBLIC COMMENT.
PLEASE ENDORSE ALTERNATIVE PLANS.

THANK YOU —

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: PAUL PEARSON
ADDRESS/DIRECCIÓN: 435 NW 6 ST.
CITY/CIUDAD: HOMESTEAD
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33030

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/1/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

The SEIS is a biased statement put forth by Airport Specialists who do not fully comprehend the full effect that this Airport will have on the Environment. As a student of Environmental Science at FIU and an employee of the Construction Management team at the Miami International Airport, I have a strong understanding of the Environmental Impacts of a Commercial Airport and strongly feel that this Airport will be detrimental to the Surrounding Environment. There are other ways to create jobs in this community, and there are other more appropriate locations for a Commercial Airport

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Christine Cairns
ADDRESS/DIRECCIÓN:
CITY/CIUDAD: Miami, FL
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/1/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

The airport should not be built in Homestead, because the traffic would be horrible. The quiet community that Homestead is today will be gone forever. The farmland will all be sold to build hotels, apartment buildings, and whatever else that comes with the noise and pollution that the airport would bring. The farmworkers that live in South Dade Camp and the rest of the community would lose their jobs and their homes. The airport would make it unbearable to live in the South Dade Camp.

The press does not present other more environmentally-friendly alternatives to the airport. I wonder what the reason for that is. Is somebody getting paid off?

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Luis Garrido
ADDRESS/DIRECCIÓN: 19601 Cutler Cl.
CITY/CIUDAD: Miami
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33189

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Written Comment Sheet - Hoja para Comentarios por Escrito
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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/1/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I oppose building a commercial airport at the Homestead Air Force Base. The impact on the Everglades National Park and Biscayne National Park would change these parks forever. The noise pollution would severely impact the unique fauna that lives in these parks. The pollution in the parks would be devastating to the plants and animals. The projected flight patterns mean hundreds of flights each day directly over these parks. Additionally, the traffic and noise would have a negative impact on the community of Homestead. Furthermore, the agricultural industry would be wiped out, meaning the loss of thousands of jobs for agricultural workers. Homestead would become another Miami, with increased congestion and traffic problems. There are other proposals that would provide as many jobs as the airport — and better quality jobs. For some reason, the politicians in Miami-Dade County have set their myopic sight on the airport, ignoring other, more environmentally friendly options. Who's paying off who in this deal, Alex?

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Debbie Giambo
ADDRESS/DIRECCIÓN:
CITY/CIUDAD: Miami
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33157

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/2/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

ON BEHALF OF MANUEL DIAZ FARMS, AS A FARMING ENTITY IN SOUTH DADE, WE REQUEST THE IMMEDIATE DEVELOPMENT OF THE BASE AS A COMMERCIAL AIRPORT.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: LOURDES RODRIGUEZ for MANUEL DIAZ FARMS, INC
ADDRESS/DIRECCIÓN: 23705 SW 117 AVE
CITY/CIUDAD: HOMESTEAD
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33032

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Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/1/2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

The SEIS was written by Aviation consultants, not by environmental scientists. It is biased towards the HABI plan, which does not belong in an agricultural community. Jobs can be provided through other uses of the purchase which are not as environmentally damaging

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: John M. Fortuin

ADDRESS/DIRECCIÓN:

CITY/CIUDAD: Dade County, FLA

STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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000065

CHARLES A. ALDEN, Landscape Architect, A.S.L.A.
7905 Southwest 162 Street, Miami, Florida 33157 (305) 251-1668
19 Craven Lane, Lawrenceville, New Jersey 08648 LA 0000571

MEMORANDUM
19 January 2000

TO: **DEPARTMENT OF THE AIR FORCE** - John J Corradetti, Jr.
FR: Charles A. Alden, ASLA/AICP, Landscape Architect/Planner
RE: Draft Supplemental E.I.S. for Homestead Air Force Base, Florida

As an interested citizen and a Board member of both the Dade/Monroe (Gold Coast) Section of the American Planning Association (APA) and the Urban Environment League of Greater Miami, I've taken some time to carefully review the above document, dated December 1999. In this review, I have intentionally focused on the biocentric aspects of the Report, rather than the anthropocentric or human issues of employment, aesthetics, transportation, etc. I've taken this approach because Biscayne Bay and Everglades National Park are both unique, non-renewable, irreplaceable, especially sensitive, natural environments and should, in my judgement, be accorded over-riding priority of care and protection.

Accordingly, I have attempted at the outset to comprehend the initial statements made in the Report section titled "Protection of Nearby National Parks". In analyzing the language of the National Park Service "Organic Act", as presented, and, in focusing on the biological aspects of the Report, I have extracted the following clear, direct statement. "The fundamental purpose...(of the Act)...is to conserve the...objects and wildlife therein...(within the National Park System) ...by such means as will leave them unimpaired".

The Report states the National Park Service interpretation that the... "resources to remain unimpaired...include(s) natural soundscapes, air, water, wildlife". It is left to be assumed, perhaps, that vegetation, soil, geology, light and other elements of the natural environment are incidentally covered or included as part of this interpretation.

Thereafter, the Report acknowledges, as extracted and simplified, that these "values and resources..., (as) interrelated components of the environment,...are influenced by...the alteration and intrusion on...(the) quality of air, water, habitat..., solitude and natural quiet".

I conclude that the Report, in fact, states the purpose of the "Organic Act" is to "conserve and leave" the "interrelated components of the environment" as defined, "unimpaired". I conclude that the Report also states, in fact that "the interrelated components of the environment" are "influenced by...the alteration and intrusion on...

MEMORANDUM
Department of the Air Force, 19 January 2000
Page two of four

these values and resources". The verb "to impair" is defined as "to diminish in value, quantity or quality". Clearly then, the Organic Act and its interpretation by the National Park Service is intended to prevent the components of the Park System from being diminished in "value, quantity or quality".

The attached tables illustrate the extent to which this mandate is or is not met by the two viable alternatives discussed in the Report. This tabular data was extracted, with some considerable effort, from pages 38-53 of the draft supplemental E.I.S. document. In examining the data, it can be concluded that:

1. There are (16) instances in which no equivalent, comparable data is presented for the Mixed-Use Alternative.
2. There are (10) instances in which the Mixed-Use Alternative has no impact, while the Airport Alternative has some or some substantial negative impact.
3. There are (6) instances in which the Mixed-Use Alternative is not even addressed with comment, while the Airport Alternative has some negative impact.
4. There are (5) instances in which the Mixed-Use Alternative is not even addressed with comment, while the Airport is said to cause no change or, in one instance, some impact reduction.
5. There are (4) instances in which the Mixed-Use Alternative will have no attributable change, while (noise) data is merely presented, without companion, impact assessment information, for the Airport Alternative.
6. There are (5) instances in which the Mixed-Use Alternative will have no attributable change, while the Airport will have some negative (noise) impact.
7. There are (6) instances in which the Airport will have negative impacts greater than the Mixed-Use Alternative by factors of: 5.4; 5.5; 6; 2.9; 5.3; and 10 times greater.
8. There are (8) instances in which the Airport will have negative impacts with percentage increases, over existing conditions, of: 10-20%; 43%; 28%; 13-14%; 23%; 1,200%; 3,000% and 8.6%.

In view of the negative impacts attributable to the Airport Alternative; the extent of those impacts upon existing conditions; the deficiency in data presented for the Mixed-Use Alternative; the wide disparity of impacts between the alternatives when presented; and in view of my understanding of the "Organic Act", as presented and as interpreted by the Park Service, it is inconceivable to me that this Report could refer to the Airport as the "Proposed Action". It is perhaps fortuitous that it is nowhere stated that the Airport should be preferred, approved or implemented. This omission is the one indication that even those preparing the Report comprehend the unsuitability of the "Proposed Action" Airport Alternative. **end**

Comparative Analysis
Draft Supplemental E.I.S.
Homestead A.F.B.

Biscayne National Park - 2015 Impacts Summary

Factor Presented	Airport Alt.	Mixed-Use Alt.
Development Rate	(+) 10-20%	no data
Nitrogen Oxide Contribution	(+) 0.6%	(+) 0.1%
Stormwater Runoff	(+) 43%	(+) 15%
Bay Discharge of Runoff	* (+) 28%	no data
Groundwater Nitrogen Discharge	* (+) 13-14%	" "
Secondary Canal Water Discharge	* (+) 1.6%	(+) 0.3%
Secondary Canal Water Discharge	NA	(+) 0.9%
Ave. Airborne Nitrogen Oxide	(+) 23%	(+) 2.3%
Annual Atmosph. Nitrogen Deposition	0.4kg/hc	no data
Annual Shore Atmos-Nitro Deposition	1.6kg/hc	" "
Grnd. Level Poly. Aromatic Hydrocar.	no data	" "
Noise LAmax	(+) 2-3 db	no attrib. chg.
Leg(h)	(+) 3 db	" "
Leg(h) - east Bay	30 db	" "
- central Bay	40 db	" "
- shoreline	50 db	" "
- near runway	60 db	" "
TAamb - east Bay	(+) 10 min.	" "
- central Bay	no data	" "
- shoreline	(+) 10-30 min.	" "
- near runway	(+)60-120 min.	" "
Nutrient/Pollutant Canal In-put	* reduction	no comment
Groundwater Amonia In-puts	* increase	" "
Atmospheric Nitrogen Deposition	"	" "
Nearshore Biota Impacts	* no change	" "
Canal Sediment Toxicity	* "	" "
Manatee Impacts	"	" "
Crocodile Impacts	"	" "
Wading Bird Feeding	some disrupt.	" "
Loafing	" "	" "
Roosting	" "	" "
Nesting	some relocate	" "

* assumes implementation of Surface Water Management Master Plan

Comparative Analysis
Draft Supplemental E.I.S.
Homestead A.F.B.

Everglades National Park - 2015 Impacts Summary

Factor Presented	Airport Alt.	Mixed-Use Alt.
Night Sky Ambient Light	Lgt.Intrusion	no data
Nitrogen Oxide Emissions	(+) 1.0%	lower than
Atmospheric Nitrogen	(+) .43kg/hc	(+) .08kg/hc
" "	(+) 6.0%	(+) 1.1%
Noise LAmax	(+) 5-10 db	no impact
Leq(h) - east Glades	(+) 5-10 db	" "
- west approach	(+) 5 db	" "
TAamb - east Glades	(+) 110 mins.	" "
" " "	(+) 1200%	" "
TAamb - west Glades	(+) 30 mins.	" "
" " "	(+) 3000%	" "
TAamb - near runway	(+) 102 mins.	" "
Wading Bird Feeding	may relocate	" "
Loafing	" "	" "
LAmax / east sparrow population	(+) 8.6%	no data
" " "	63 db	" "
LAmax / Ingraham sparrow population	- 45 db	" "
LAmax / west sparrow population	60 db	" "
TAamb / east sparrow population	(+) 1200%	" "
TAamb / Ingraham sparrow population	no data	" "
TAamb / west sparrow population	(+) 3000%	" "
East sparrow population - breeding	disrupted by LAmax/TAamb	" "
West sparrow population - breeding	disrupted by LAmax	" "
Masking effect on sparrow population	?	?

page four of four

000066

VISION COUNCIL COMMENTS

By President, Dick Bauer
SEIS Public Hearing
Tuesday, February 1, 2000

Good Evening, ladies and gentlemen. I'm Dick Bauer, President of the Vision Council and Vision Foreign Trade Zone. The council is a local public/private economic development organization located in Homestead and representing a significant portion of the business community here in South Dade. Our service area includes the air base and the surrounding municipalities of Homestead and Florida City. Our trade zone authority originates with the U.S. Department of Commerce and currently covers certain lands within the City of Homestead. We are obligated under this federal authority to encourage and expedite commerce.

To begin, we congratulate the Air Force and FAA for their efforts in preparing this decision document. As in any EIS, this product has both *procedural* and *qualitative* elements. After review, we believe the product meets all *procedural* requirements when viewed from this community's standpoint. We also believe that all *qualitative* elements bearing on a responsible decision have been identified. Further, we are comfortable that the methods and tools used in analyzing these elements represent the use of reasonable and current standards, meeting the full intent of NEPA. We recognize that others may have different opinions on this, particularly as it relates to noise and resource impacts. We are concerned that attempts to discredit this work by raising such objections will affect and encumber *all* the options studied, and result in further delays in restoring our deserved economic vitality in South Dade.

We also recognize that controversy exists regarding certain polls which show community support for a commercial airport. We are not in a position to contribute to that controversy, or judge the validity of the polls. But I will tell you that, on balance, the sense which I get from daily contacts with the local community supports the proposed action.

With that said, it is our opinion at this time, that the proposed action (commercial airport) represents the best means of meeting the overall needs of our community. The economic impact, if the plan is followed, will be very substantial and positive for our community. The reasonably foreseeable environmental consequences on our community, if the remedial steps outlined in the EIS are implemented, is bearable.

On balance, we thus support the proposed transfer to Miami-Dade County for the purposes of establishing a commercial airport.

Thank you for your attention.

000067

Ray Fernandez
South Dade Investment Group, Inc.
9950 SW 155th Avenue
Miami, Florida 33196

Office: (305) 388-4916 Fax: (305) 388-6634

Consulting Agreement

This agreement is entered into on July 12, 1999 between South Dade Investment Group, Inc. (EIN: 65-0447332) and the Homestead/Florida City Chamber of Commerce, 43 N. Krome Avenue Homestead, Florida 33030

This consulting engagement will consist of a telephone survey to 300 residences in the South Dade area. The question to be used in the survey will be as follows:

"Do you support commercial aviation as part of South Dade's economic redevelopment of Homestead Air Force Base?"

Calls will be conducted during the week of July 19-23, 1999 and in order to get a true picture of the South Dade area feeling on this topic we will be using a proportionally stratified random sample.

Once the data is collected and analyzed, we will provide a written executive summary of the results.

The executive summary will reference zip codes used, percentages of yes and no answers, appropriate confidence intervals for the proportion of yes and no answers at the 80%, 90% and 95% confidence levels, and respective errors of estimation.

The executive summary will be delivered to your office no later than July 30, 1999.

Ray Fernandez
for S.D.I.G., Inc.

Mary Finlan
For Homestead/Florida City
Chamber of Commerce

Executive Summary

Last month our firm was contacted by the Homestead/Florida City Chamber of Commerce to conduct a survey of South Miami-Dade residents The survey consisted of finding the proportion of residents who supported commercial aviation as part of South Dade's economic redevelopment of Homestead Air force Base.

For purposes of this survey, the South Dade area was defined as all streets south of southwest 216 street and all avenues east of southwest 277 avenue. The postal zip-codes of interest were: 33170, 33190, 33030, 33031, 33032, 33033, 33034, and 33035 (see Exhibit A for a map of areas surveyed.)

It was determined that 33,976 residential phone numbers were available in the zip-codes of interest for this survey. Their breakdown was as follows.

33170:	2598	33032:	5787
33190:	1593	33033	8549
33030:	8138	33034	3850
33031	2083	33035:	1378

Total: 33,976

In order to arrive at a representative sample of all eight zip-codes of interest, we felt that a proportionally stratified random sample would be the best approach to follow for this survey. A proportionally stratified random sample is one which randomly selects observations (in this case phone numbers) in the same proportion as they appear in the sub-samples of interest (in this case zip-codes.)

A total of 864 phone calls were made in order to reach the desired 300 responses. All phone calls were made between the hours of 5.00pm and 8:30pm during the week of July 19-23, 1999.

The outcome of the calls' breakdown was as follows.

• no answer/answering machine/refused	429
• no opinion or knowledge	135
• "yes" responses	208
• "no" responses	92
Total	864

Telephone callers were given a script that read as follows: "Good evening, sir or madam, my name is _____. I am calling you on behalf of the Homestead/Florida City Chamber of Commerce to get your response to an important question to South Dade residents. I will only be asking you a single question, may I? Do you support commercial aviation as part of South Dade's economic redevelopment of Homestead Air force Base? Thank you for your response."

Zip-Code	Calls Made	Responses*	Yes	No
33170	64	24	10	14
33190	74	14	10	4
33030	154	72	56	16
33031	68	18	10	8
33032	168	50	36	14
33033	174	76	56	20
33034	130	34	24	10
33035	32	12	6	6
Totals	864	300	208	92

*Responses were targeted to be in the same proportion as available residential phone numbers per zip-code.

Listed below are the percentage of "yes" responses by zip-code

Zip-Code	% of "Yes" Responses
33170	42%
33190	71%
33030	78%
33031	56%
33032	72%
33033	74%
33034	71%
33035	50%

While no attempt was made to study the statistical significance of the difference in "yes" responses by zip-code, we felt that this information would be useful to your organization

Survey Conclusion

Question: "Do you support commercial aviation as part of South Dade's economic redevelopment of Homestead Air force Base?"

Results: % of yes responses 69.3%
% of no responses 30.7%

Confidence Interval Estimates:

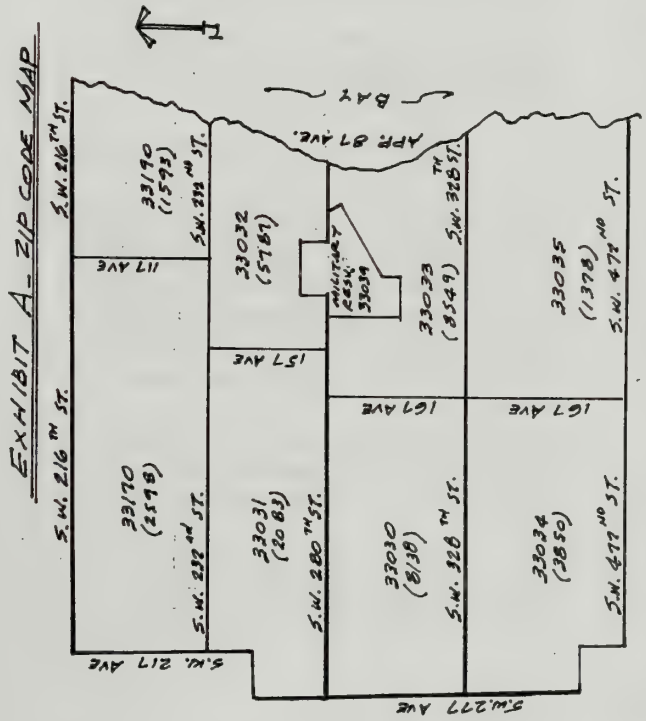
80%:	65.9% - 72.7%
90%:	64.9% - 73.7%
95%:	64.1% - 74.5%
98%:	63.1% - 75.5%
99%:	62.4% - 76.2%

The most common confidence interval to be used in surveys of this type is the 95% confidence estimate. Using this level of confidence, we conclude that between 64.1% and 74.5% of South Dade residents support commercial aviation as part of South Dade's economic redevelopment of Homestead Air force Base.

The error of estimation attributable to this estimate is plus or minus 5.2%.

Conclusion: Our best estimate as to the proportion of South Dade residents who support commercial aviation as part of South Dade's economic redevelopment of Homestead Air force Base is:

69.3% with a margin of error of +/- 5.2%



000068

Homestead Regional Airport
The Best Plan for South Miami-Dade County

Prepared for:

Special Hearings on the Draft Supplemental Environmental Impact Statement
Prepared by:
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Homestead Air Force Base was officially realigned on March 31, 1994 Prior to this official realignment, the air force base had been severely damaged by Hurricane Andrew in 1992 Following the Hurricane, community leaders under the leadership of Larry Hawkins, Pedro Reboredo, George Knox and Will Rudd undertook a major study to determine the best use of Homestead Air Force Base, if, it were no longer an active U S. air base.

The study funded by the U S. Department of Defense, managed by the Beacon Council and conducted by Arthur Andersen and PBS&J, utilized input from a broad base of South Miami-Dade citizens This detailed report titled *Homestead Air Force Base and South Dade Business Development and Marketing Plan* was completed and reported to the community on November 1, 1994

The vision, expressed in this report, was to expand and diversify the economy of South Miami-Dade to become a significant component of a regional hemispheric hub in the global economy The basic conclusion and recommended growth strategy was to develop Homestead Air Force Base as a dual-use (military and civilian) regional reliever airport.

The basic premise was that air and cargo capacity at Miami International Airport (MIA) would be reached during the first 5 to 10 years of the 21st Century. Homestead Air Force Base as a redesigned regional airport would serve as a compliment to air traffic at MIA. The kinds of aviation industries expected to be established at Homestead Regional Airport were 1) general aviation, 2) aircraft maintenance and overhaul, 3) express cargo, 4) commercial passenger service and 5) airfreight In addition, aviation education and training operations were also included.

The economic benefits to this aviation cluster included 1) above average wages, 2) relatively large employment and, 3) relatively large business revenues, leading to larger employment and income multipliers.

This original report provides some accurate forecasts regarding the future situation at MIA. In 1992, 26 5 million passengers used MIA. By 1998, the total passengers were just under 34.0 million, a 28 percent increase Total passengers are forecast to reach 48 million in 2005

Likewise, the total tonnage of air cargo has increased from 1.1 million tons in 1992 to nearly 2.0 million tons in 1998 and is forecast to reach 4.0 million tons by 2005. This rapid growth in MIA airline passengers and freight has placed increased demand on aircraft maintenance and overhaul, plus manufacturing of new aircraft and aircraft parts.

The rapid growth in passenger service has increased the need to train new and retain existing human resources to manage and operate the aviation industry

In 1999, The Beacon Council and the Miami-Dade Aviation Department conducted an aviation industry study. Based on the aviation industry leaders conclusions, the following industry needs must be addressed First, the aviation industry needs more facilities Since no additional aviation operations can be located at MIA, Miami-Dade County's general and regional airports must be developed. Second, The Beacon Council was asked to establish an aircraft maintenance and overhaul retention and expansion program to assist local businesses find additional space. Finally, the aviation industry needs more qualified workers Workforce development is required in all skill levels, put particularly in skilled A&P mechanics.

Basically, the 1999 Aviation Report verifies the industry needs as envisioned in the 1994 Homestead Air Force reuse plan In short, developing a regional airport at the former Homestead Air Force Base would assist in meeting the resource needs of the aviation industry today and in the future

Economic advantages of the Homestead regional airport over the competing use of the land are both quantitative and qualitative. At least four other alternative land use plans were considered and outlined as strategies for increasing employment and quality of life in the Greater Homestead area. They include 1) The Homestead Regional Airport, 2) Commercial Spaceport, 3) Market-driven growth, 4) Collier Plan and 5) Hoover Environmental Plan All plans were compared to a current "do nothing or no plan approach"

Doing nothing or following a no build plan approach for the former Homestead Air Force Base is the least attractive community growth strategy I am pleased that we are at least talking about alternative development strategies Given the findings of the Supplemental Environmental Impact Statement, no reason exists to do nothing The Greater Homestead Area can achieve the vision of the 1994 Plan, i.e , expand and diversify its economy to become a significant component of a regional hemispheric hub in the global economy Of the action plans, we believe developing the former Homestead Air Force Base as a regional Airport is in the best interest of Greater Homestead and for that matter all of Miami-Dade County

The Beacon Council supports the Homestead Regional Airport because the plan will create more and higher paying jobs and the environmental concerns can be contained and resolved We believe that economic growth and earned income is in many respects as important as environmental considerations There is no quality of life if you don't have a job While environmental issues are important, they should be balanced with economic issues And based on the findings of the SEIS, the two issues jobs and environment can be resolved using the Homestead Regional Airport plan

The Homestead Regional Airport is forecast to establish 13,200 on-site jobs by 2015 and 14,000 off-site jobs (Table 1). The four aviation industries. 1)aircraft and parts manufacturing, 2) scheduled airlines, 3) unscheduled airlines and 4) airport services, had a 1998 unweighted average income of $34,200 (Table 2).

Recently, the Collier Plan and the Hoover plan have merged Their combined efforts are expected to create a larger number of jobs than each separately Some aspects of the two plans are similar, thus, the total number of expected is most likely less than the sum of the two plans separately Even if the total job numbers were identical, the wage level is far less

For example, the unweighted average annual income from the retail, hotel, movie theater and amusement and recreation industry was $19,000 in 1998 These industries and accompanying wages are typical of employment resulting form the merged Collier and Hoover plans.

Any of the proposed development plans will have some negative environmental impact All plans will require preventative steps to protect the environment; we acknowledge the Homestead Regional Airport will require more stringent safeguards However, the economic return to the Greater Homestead Community is far greater with the airport plan

Finally, this community needs to develop this regional airport or lose new job growth to other Florida Counties. If we do not have airport facilities to accommodate the aviation growth, businesses will be unable to expand in Miami-Dade County. They will relocate Jacksonville's Cecil Field (a situation I am quite familiar with) is already up and running They have funding to provide an aviation industry education center Since trained aviation workers are essential to growth this is a big plus for aviation businesses to relocate to Cecil Field

The Beacon Council supports the Homestead Regional Airport Plan because it will 1) create more jobs, 2) higher paying jobs, and 3) the opportunity to expand the aviation industry locally, rather than other Florida counties. We acknowledge the need for stringent environmental controls, and we believe these controls are available and will be put in place to protect our most important asset, the beauty of our state and national parks.

In closing, let me acknowledge that any plan will demand the protection of our environment. Quality of life is a concern. But let me say that there is little quality of life without a job. We are developing a plan that will impact this economy for decades to come We must do it right, based on the facts. Citizens of the Greater Homestead Area, and all of Miami-Dade County deserve the best we can do. We believe and support the Homestead Regional Airport plan because it is the best

Table 1.

Estimated Employment Over Baseline for Alternative Homestead Air Force Base Development, Selected Years

Alternatives	Employment Estimates Year 2005	2015	Full Build-out
Homestead Regional Airport			
On-sit	2,200	13,200	17,500
Off-site	--	14,000	--
Commercial Spaceport			
On-site	2,300	5,000	6,600
Off-site	2,100	4,900	6,400
Market-Driven			
On-site	--	4,400	12,000
Off-set	--	4,700	--
Collier Plan			
On-site	1,900	--	6,800
Off-site	--	4,700	--
Hoover Environmental			
On-site	2,600	6,500	11,000
Off-site	--	8,000	--

Source. Draft Supplemental Environmental Impact Statement, Dec. 1999

Table 2.

Homestead Regional Airport Plan

Average Annual Industry and Average Hourly Occupational Wages, Miami-Dade County, 1988

Industry	Average Annual Industry Wage
Private sector all jobs	$29,958
Aircraft and parts manufacturing	39,979
Scheduled airlines	41,493
Unscheduled airlines	32,447
Airport services	22,834
Occupation	**Hourly Salary**
Aeronautical Engineer	24 34
Air Traffic Control	28 62
Travel Clerk	16 30
Ticket Agent	12 19
Flight Attendant	18 99
Transportation Attendant	6 16
Aircraft Mechanic	16 91
Aircraft Engine Specialist	13.51
Aircraft Structure Assembler	16 09

Source: Florida Department of Labor and Employment Security

Table 3.

Collier Plan

Average Annual Industry and Average Hourly Occupational Wages Miami-Dade County, 1998

Industry	Average Annual Industry Wage
Hotels	$19,804
Retail	18,315
Amusement and Recreation	29,824
Movie theaters	8,417
Occupation	**Hourly Wage**
Food Service and Lodging Manager	$14.96
Travel Clerk	16.30
Hotel Desk Clerk	8.04
Host and Hostess, Restaurant, Lounge	7.02
Food Service	6.36
Cook, Restaurant	9 01

Source. Florida Department of Labor and Employment Security

Miami-Dade County's Aviation Technologies Taskforce Report Issues, Solutions, Strategy and Action Steps

November 22, 1999

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MIAMI-DADE COUNTY'S AVIATION INDUSTRY

Industry Overview

Miami-Dade County airports and related industries are a major economic component of the area's economy. In 1998, over 51 billion dollars of merchandise trade was handled through the Miami Customs District, approximately one-half of this value is transported through Miami International Airport.

Also, in 1998, nearly 10 million visitors spent at least one night in the Miami-Dade County area. Over 95 percent of all visitors arrived by air through Miami International Airport.

Further, the aviation industry including airlines (passenger and cargo), terminal air support services, aircraft parts and component manufacturing, aircraft engine repair, and pilot training directly employed nearly 33,000 people during 1997. The employees earned more than 1.2 billion dollars in wages and salaries.

In sum, the aviation industry is both a facilitator to the area's largest economic sectors (visitors and trade) and a major direct employer.

Aviation Trends

Air transportation (domestic and international) has had an excellent growth rate in the past three years. The primary factor determining the profitability of the domestic airline industry is the state of the U.S. and world economies. Growth in air transport services is forecasted to increase four percent annually over the next 10 years.

The growth in air transport service demands will place challenges on the airlines providing the service and the airports providing their base of operations. During the next several years, the industry must confront and solve safety and security issues, congested airports, strained air traffic control systems, and the need to purchase expensive new aircraft to meet environmental regulations and technological changes.

Adding to these industry challenges, the law will require that older jets are either phased out completely or significantly modified by the end of this century.

Table 1.
Miami-Dade County
Aviation Related Businesses
1988 and 1997

Industry	1988		1997	
	Business	Employment	Business	Employment
Air passenger and cargo	146	23,703	254	24,241
Aviation Terminal Services	101	3,357	160	5,565
Aircraft parts and maintenance	26	1,826	43	2,951
Total	273	28,886	457	32,757

Source: Florida Department of Labor and Employment Security ES202 Reports.

The growth in passenger and cargo adds to the demand for more aviation personnel training, more aircraft and parts, more maintenance, more overhauls, and larger airports.

Miami International Airport

To meet the growing demand for air transportation services, Miami-Dade County's Aviation Department is conducting a major ($5.3 billion) capital improvement program at Miami International Airport. The dimensions of this expansion are shown in Table 2.

Some examples are: terminal space which will more than double, retail space will double, jet gates will be increased by 12, and cargo lease space will more than double. Air passengers are expected to increase by nearly 15 million by 2005 and freight will more than double.

The bottom line, Miami-Dade County's Aviation Department has correctly analyzed the trends and is building for the future.

Table 2.
Miami International Airport
Capital Improvement Program

Terminal	Unit	1996	2005
Total Terminal	Mil. sq. ft.	4.3	9.1
Retail and concessions	sq. ft.	250,000	500,000
Number of Gates	Jet gates	109	121
Fed. Insp. stations	sq. ft.	140,000	730,000
FIS processing capacity	Pass./hr.	3,500	11,100
Landside			
Parking spaces		6,837	10,150
Airside			
Aircraft parking	Mil. sq. ft.	3.4	5.8
Runways		3	4
Cargo			
Leaseable space	Mil. sq. ft.	1.4	3.0
Traffic			
Passenger	Millions	33.5	48.0
Freight	Million tons	1.7	4.0
Annual Air Operations	Thousands	557	685

The Issues

For the short-term, Miami International Airport is being expanded within and upon itself, i.e., building a new airport on an old airport. This construction is producing growing pains for airline service providers, cargo handlers, and air passengers. The result of constructing a new airport over an existing airport has created more congestion, more decisions (some maybe not made on a timely basis) and uncertainty regarding the future plans of airport related businesses.

For the long-term, the issues related to construction should be solved. However, some existing Miami International Airport businesses may be removed and forced to relocate.

The process of relocating existing airport businesses also presents challenges for aviation staff and economic development organizations such as The Beacon Council.

In this climate of change, The Beacon Council and the Miami-Dade Aviation Department launched a study to determine a) the issues facing aviation related businesses b) the action steps necessary to assure continued growth of aviation businesses and c) which community organizations are best suited to carry out these actions.

The study was modeled after the community-wide strategic economic growth plan of One Community One Goal®. In fact, this study compliments the recommendations and actions outlined in OCOG's® Merchandise Trade and Visitor Industry reports. The Miami-Dade County and Related Aviation Industry report used the same methodology to reach its action steps.

Like other OCOG® reports an industry taskforce was established and an industry's strengths, weaknesses, opportunities and threats analysis was analyzed. Issues were obtained through an industry survey and personal interviews and conclusions were reached by taskforce consensus. The intent of this report is to incorporate the recommended action steps into the One Community One Goal® evaluation, assignment and monitoring process.

Mission

To increase support of Miami-Dade County's airports and related aviation industries and increase the number of jobs and skilled employees in the following industries: airline passenger, cargo and express freight, aircraft maintenance and overhaul, aircraft component manufacturing, pilot training and aviation education and technical training.

Objective 1. Establish an aviation recruitment, expansion and retention program to identify, attract and retain aviation related businesses

Strategy 1. Expand aviation businesses on Miami-Dade County's general/regional airports.

Miami International Airport (MIA) is establishing a fourth runway to increase passenger and cargo capacity. Some of the existing MIA aviation businesses will be required to vacate their location. Adding any additional aviation related businesses at MIA is very unlikely. Thus, establishing new facilities at the general/regional airports is key to expanding or attracting certain aviation maintenance businesses. Aviation business organizations, chambers of commerce and The Beacon Council must support the Airports Systems Plan, which calls for the expansion of airport facilities at the general aviation airports.

Until additional aviation facilities are established, retaining and expanding local aviation businesses should receive first priority. To understand and accommodate these businesses growth needs, an industry survey should be conducted. Based on these needs, the appropriate organizations will provide business assistance.

Strategy 2. Develop and conduct a state and local incentive information program, thus assisting in reducing operating costs and facilitating growth.

Several state and local business incentive programs are available to aviation businesses. These incentives include the State of Florida's 1) Qualified Target Industry, 2) Quick Training Response and 3) the Transportation Fund. Typically, businesses are not familiar with these incentive programs. Aviation incentive workshops organized by economic development organizations and the appropriate government agencies will be conducted.

Strategy 3. Establish a pilot simulation training recruitment program

Miami-Dade County currently has four major pilot simulation training businesses. They are either expanding or have recently completed expansion. As the demand for air travel increases so will the need to provide pilot simulation training and re-training. The "Top Five" list of worldwide airlines should be developed, a marketing campaign planned, undertaken and personal visits made.

Strategy 4. Establish an aircraft maintenance, overhaul and manufacturing component recruitment program.

The demand for aircraft maintenance (including aircraft engines), overhaul and component manufacturing grows as the airline industry grows. Needed is a proactive program to recruit these new businesses to Miami-Dade County.

Appropriate marketing materials will need to be prepared including: facilities, labor force, potential incentives and other supporting information to explain and sell aircraft maintenance, overhaul and component manufacturers to expand into Miami-Dade County.

After marketing materials are produced and distributed, development trips should be undertaken to meet with these types of aviation businesses. A focus of Latin American airlines should be considered.

Issues Addressed

- Lack of industry-wide approach to issues, problems and promotions.
- High cost of doing business.
- Increase the number of repair and maintenance facilities.
- No cluster of aviation manufacturing.

Action Plan

Objective/Strategy	Action	Responsibility*
Objective 1.	*Establish an aviation recruitment, expansion and retention program to attract and retain aviation related businesses.*	
Strategy 1.	Expand aviation businesses on Miami-Dade County's general/regional airports.	
	Support the Airports Systems Plan.	1. Greater Miami Chamber of Commerce 2. The Beacon Council 3. Aviation Organizations
	Survey aviation businesses to determine growth needs.	1. The Beacon Council 2. Aviation Organizations 3. Miami-Dade Aviation Department
	Provide assistance to growth businesses.	1. The Beacon Council 2. Miami-Dade Aviation Department
	Prepare a comparative cost of competing international and general airports.	1. The Beacon Council 2. Miami-Dade Aviation Department
	Market the capabilities of the area's general aviation airports.	1. The Beacon Council
Strategy 2.	Develop and conduct a state and local incentives information program, thus, assisting in reducing operating costs and facilitating growth.	

Objective/Strategy	Action	Responsibility*
	Host a series of workshops to explain incentive programs and benefits to aviation businesses.	1. The Beacon Council 2. Aviation Organizations 3. State and local governments
	Provide assistance to aviation businesses seeking incentives.	1. The Beacon Council
Strategy 3	Establish a pilot simulation training recruitment program.	
	Prepare a report on the current simulation training centers.	1. The Beacon Council 2. Miami-Dade Aviation Department
	Establish a simulation recruitment team of aviation professionals to provide intelligence regarding potential expansion opportunities.	1. The Beacon Council 2. Aviation Industry Representatives
	Identify the "Top 5" projects.	1. The Beacon Council 2. Aviation Industry Representatives
	Prepare appropriate marketing materials.	1. The Beacon Council
	Visit the "Top 5" prospects.	1. The Beacon Council
Strategy 4.	Establish an aircraft maintenance, overhaul and manufacturing component recruitment program.	

Objective/Strategy	Action	Responsibility*
	Prepare an aviation report on the existing aviation maintenance, overhaul and manufacturing components industries.	1. Greater Miami Chamber of Commerce
	Establish a recruitment advisory team of aviation professionals to provide intelligence regarding potential expansion/relocation business opportunities.	1. The Beacon Council 2. Aviation Industry Representatives
	Identify at least 50 possible aviation maintenance, overhaul or aviation component manufacturers	1. The Beacon Council 2. Aviation Industry Representatives
	Prepare appropriate marketing materials.	1. The Beacon Council
	Send marketing material to the identified business, initiate follow-up and visit at least five businesses.	1. The Beacon Council

**"Responsible Parties" indicates the organization that has accepted the lead responsibility for completing the task. The organization will seek other community/industry organization and individuals to assist in these tasks.

Objective 2. Enhance the business climate between Miami-Dade County and the related aviation businesses.

Strategy 1. Appoint a study team, reporting to the highest Miami-Dade County authorities, to assess and recommend policies which would improve communications and decisions between County officials and aviation businesses.

The tremendous growth in the Miami-Dade Aviation industry has led to the rapid expansion of Miami International Airport and its general aviation airports. This growth has created a situation where effective communications between the Airport and the aviation business have been diminished

A review of what is being done and what needs to be done to improve the communications between the Airport authorities and aviation businesses is needed

Strategy 2. Streamline the permitting process associated with starting, expanding or relocating aviation businesses and create a one-stop process among the local regulatory agencies.

The permitting issue continues to be among the top issues and concerns of expanding Miami-Dade County businesses. The aviation businesses also have expressed their frustration with slow response and non-uniform inspection criteria

The Beacon Council faces with this issue as it assists local and new-to-market businesses establish or expand in Miami-Dade County On June 29, 1999 The Beacon Council, the Greater Miami Chamber of Commerce and the commercial building industry associations hosted a permitting workshop. This was the first step in an exchange of information between the builders and the county government permitting authorities. Continued follow-up of this process is recommended to assist aviation businesses with their permitting needs.

Strategy 3. Improve ground transportation for people and cargo into and from Miami International Airport.

Miami-Dade County does not have a dedicated source of funding for its planned transportation system. However, the number of airport passengers and cargo freight continues to grow. Thus, the need to increase transportation access into and from MIA also grows.

A number of transportation improvements have funding and are underway. An aviation committee to update and monitor the progress is recommended.

Strategy 4. Expand and reinforce existing industry associations enabling them to more effectively address impediments to aviation businesses.

A number of aviation business organizations, including the greater Miami Chamber of Commerce's Aviation Alliance, the Greater Miami Aviation Association, the Miami Maintenance Management Association and the Greater Miami Aviation Cargo Association, have programs to improve the aviation business climate in Miami-Dade County. Although each of these organizations are undertaking important roles in the aviation industry, the industry recommends that exchanging information and working cooperatively on selected issues should be undertaken.

Issues addressed

- Permitting, construction costs, certificates of occupancy, impact fees.
- Businesses are not treated as valued customers.
- Assure capacity to handle cargo and passengers.
- Lack of communications on pending relocations from MIA.
- Public transportation into and from MIA and other airports.
- Lack of industry-wide approach to issues, problems or promotions.
- Does not have a regional approach.

Action Plans

Objective/Strategy	Action	Responsibility*
	Create a one-stop process for obtaining aviation permitting.	1. Greater Miami-Chamber of Commerce 2. The Beacon Council
Strategy 3.	Improve ground transportation for people and cargo into and from Miami International Airport.	
	Establish an aviation industry panel to review the proposed changes to the Airport's Construction Improvement Plan dealing with airport traffic into and from MIA.	1. Greater Miami Chamber of Commerce 2. Miami-Dade Aviation Department 3. Aviation Consulting Firms
	Continue to monitor the development of the Miami Intermodel Center.	1. Greater Miami Chamber of Commerce 2. Miami-Dade Aviation Department
	Report progress to appropriate aviation organizations.	1. Miami-Dade Aviation Department.
Strategy 4.	Expand and reinforce existing industry associations enabling them to more effectively address impediments to aviation businesses.	

Action Plans

Objective/Strategy	Action	Responsibility*
Objective 2	*Enhance the business climate between Miami-Dade County and the related aviation businesses.*	
Strategy 1	Appoint a study team, reporting to the highest Miami-Dade county authorities, to assess and recommend policies, which would improve communications and decisions between County officials and aviation businesses.	
	Assemble a small group (3 or 4 people) to prepare and review a work plan for the ad. hoc. Aviation Authority Review Committee.	1. Greater Miami Chamber of Commerce
	Present draft work plan and Aviation Authority Review Committee members to the Miami-Dade County Mayor	1. Greater Miami Chamber of Commerce
	Organize the leadership and membership of the Aviation Authority Review Committee. Membership should include, but not be limited to, public sector representatives, major passenger and cargo airlines, express freight carriers, cruise lines, etc	1. Greater Miami Chamber of Commerce

Action Plans

Objective/Strategy	Action	Responsibility*
	Establish a regular channel among aviation business organizations, such as, the Greater Miami Chamber of Commerce's Aviation Alliance, the Greater Miami Aviation Association, the Miami Maintenance Management Association, the Greater Miami Cargo Association.	1. Greater Miami Chamber of Commerce 2. Greater Miami Aviation Association 3. Miami Maintenance Management Council 4. Miami Cargo Association
	Develop a method to announce the dates and major agendas of the aviation association events.	1. Aviation Associations
	Host annual or semi-annual meeting among the aviation associations.	1. Aviation Associations

Action Plans

Objective/Strategy	Action	Responsibility*
	Review, using existing information the pros and cons of utilizing an aviation authority in lieu of the existing governance structure.	1. Greater Miami Chamber of Commerce
	Prepare a report on the findings of the committee and submit the report to appropriate business and government organizations	1. Greater Miami Chamber of Commerce
Strategy 2.	Streamline the permitting process associated with starting, expanding or relocating aviation businesses and create a one-stop process among the local regulatory agencies	
	Establish an aviation permitting team to review the current aviation permitting process.	1. Greater Miami Chamber of Commerce
	Review the results of permitting workshop. Based on these findings, continue to hold similar aviation permitting workshops. The participants should include the appropriate County permitting team.	1. Greater Miami Chamber of Commerce 2. The Beacon Council

Objective 3. Provide a qualified workforce for Miami-Dade County's aviation businesses.

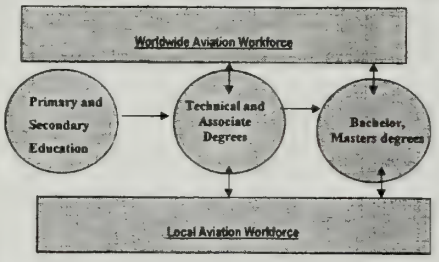
Strategy 1. Using a model, such as, the Southeast Florida Aviation Consortium, develop a network of aviation educators/trainers and prepare a plan to coordinate and facilitate aviation education and training among providers and users.

The demand for trained and educated aviation workers far exceeds the local or US supply. To meet today's aviation workforce skill requirements, this area must train and educate the existing labor force. Fortunately, South Florida has a large number of education and training institutions. Unfortunately, no coordinated effort between the education facilities and the aviation industry employers exist.

A fundamental requirement to increase the supply of trained and educated workers is the establishment of this coordinated effort. Currently, a loose network of education and training institutions, The Southeast Florida Aviation Consortium, is organized and could serve as the organizational structure for this task.

Strategy 2. Create an aviation education and training center concept.

The model below depicts the concept of the Southeast Florida Aviation Education and Training Center.



This concept would not require a set of facilities at one location, but would involve all the public and private education and training facilities in Southeast Florida. The center would educate and train the local workforce (existing and potential), as well as, the national and international workforce.

Strategy 3. Develop an aggressive program to encourage primary and secondary students to investigate the exciting and rewarding career opportunities in the aviation industry.

The long-term supply of aviation workers depends on the number of young people who choose aviation as their career. Miami-Dade County has a rich heritage of aviation accomplishments and many existing programs promoting these aviation heroes and events.

The recommendation is to encourage and increase the number of opportunities Miami-Dade County school children have to learn more about aviation as a vocation.

Strategy 4. Develop, offer and encourage industry based training programs to upgrade skills of the existing workforce.

To increase the current supply of educated and trained aviation workers requires the recruitment of new employees into Miami-Dade County or upgrading the existing skills of the available workforce.

With the national aviation workers in short supply, upgrading local skills offers an excellent alternative.

Issues Addressed

- Inadequate supply of skilled aviation workers
- Difficulty of attracting aviation professionals and skilled workers.
- Ineffective communications between industry, regional education institutions and government.
- Limited coordination or cooperation among aviation businesses regarding workforce development.
- The need for more A&P mechanics, certified mechanics and other skilled metal workers.

Action Plan

Objective/Strategy	Action	Responsibility*
Objective 3	Provide a qualified workforce for Miami-Dade County's aviation businesses	
Strategy 1.	Using a model, such as, the Southeast Florida Aviation Consortium (SEFAC), develop a network of aviation educators/trainers and prepare a plan to coordinate and facilitate aviation education and training among providers and users.	1. Area colleges, universities and K-12 public schools. 2. Private for profit aviation training businesses
	Identify and prepare a brief (less than one page) description of existing aviation education and training programs in Southeast Florida. The list should include public schools, community colleges, colleges and universities (public and private), plus the private for profit aviation training businesses.	1. Southeast Florida Aviation Consortium
	Under the leadership of the Southeast Florida Aviation Consortium, host an aviation education/training capabilities workshop.	1. Southeast Florida Aviation Consortium.
	Establish the Southeast Florida Aviation Education/Training Consortium, including necessary funding.	1. Area colleges, universities, Miami-Dade County Public Schools 2. Military Organizations 3. The Beacon Council

Action Plans

Objective/Strategy	Action	Responsibility*
	Authorize the Southeast Florida Aviation Education/Training Consortium as the entity to coordinate and facilitate aviation education/training among Consortium providers and aviation users	1. Area colleges, universities and Miami-Dade Public Schools
Strategy 2.	Create an aviation education and training center concept.	
	Review aviation training models, particularly the FAA, JAA and UPS model. Contact Wichita State University regarding their program.	1. Embry Riddle Aeronautical University 2. Airbus
	Develop a two track education/training center concept which will permit people, both those within the aviation industry and those who are considering aviation as a career, to prepare for a technical career (mechanics, avionics, etc.) or a professional career (college degrees).	1. Area colleges, universities, Miami-Dade Public Schools 2. Southeast Florida Aviation Consortium.
	Identify the training needs of the aviation industry.	1. The Beacon Council 2. Virtual Languages 3. Aviation Associates
	Match the training needs with current training capabilities. If certain training needs are not available, then establish needed training programs.	1. Southeast Florida Aviation Consortium. 2. Area colleges, universities Miami-Dade County Public Schools

Action Plans

Objective/Strategy	Action	Responsibility*
	Market the training programs to the local workforce Encourage aviation businesses to provide training incentives.	1. The Beacon Council 2. Greater Miami Chamber of Commerce 3. Area colleges and universities
	As Southeast Florida's aviation education and training center develops, market the capabilities to US and Latin American markets	1. The Beacon Council
Strategy 3	Develop an aggressive program to encourage primary and secondary students to investigate the exciting and rewarding career opportunities in the aviation industry.	
	Based on the international studies model, introduce aviation into grades 3-12 at Miami-Dade County Public schools.	1. Miami-Dade County Public Schools
	Conduct airport and aviation industry field trips Get kids in planes. Hold aviation career fairs. Host airport open houses.	1. Miami-Dade County Public Schools 2. Miami-Dade Aviation Department 3. Miami-Dade Aviation Businesses 4. Aviation Associations
	Develop aviation internships or co-op work experience	1. Miami-Dade County Pubic Schools 2. Aviation Businesses

Action Plans

Objective/Strategy	Action	Responsibility*
Strategy 4.	Develop, offer and encourage industry based training programs to upgrade skills of the existing workforce.	
	Market the Airport Resource Center to attract local workers to the aviation industry.	1 Work and Gain Self-Sufficiency Coalition (W.A.G.E.S.) 2 Empowerment Zone Trust
	Through the aviation education/training center network, inform potential workers of the available training	Southeast Florida Aviation Consortium
	Encourage and possibly provide financial incentives to the local workforce to upgrade their skill level through the Aviation Training Center Network.	1 Aviation Businesses 2. Aviation Associations
	Identify and obtain dollars to provide aviation position training for non-traditional workers. Welfare to Work (WAGES), economically disadvantaged (Jobs and Education Partnership) and others.	1. Aviation Businesses 2. WAGES 3 Jobs and Education Partnership 4. Empowerment Zone Trust

Objective 4. Identify and present Miami-Dade County as a world-class aviation center and expand its markets.

Strategy 1. Conduct a worldwide marketing campaign emphasizing the aviation industry and quality of life.

Miami International Airport ranks as one of the top 10 busiest airports in the world. Further, the airport and the related aviation industries are experiencing rapid growth. This growth represents aviation business opportunities for local, as well as, national and international businesses.

A coordinated marketing campaign to deliver the Miami aviation message and describe some of these opportunities is needed.

Strategy 2. Prepare action plans for regional and statewide aviation related issues.

The State of Florida recently eliminated the Florida sales tax on spare parts. This removed a major obstacle to establishing Florida as a aircraft maintenance center. Other legislative issues exist and need to be reviewed.

Strategy 3. Establish the aviation industry as one of One Community One Goal®'s targeted industries.

Miami-Dade County, business organizations and public officials have identified and reached agreement on seven major industries that provide the best opportunity for employment growth in the future. Two of these industries, the visitor industry and merchandise trade, directly relate to the growth in air passenger and air cargo service. However, these two industries are more focus on the flow of passengers and cargo and not on aviation facilities, aviation business recruitment, expansion and retention, education/training or aircraft maintenance, overhaul and manufacturing

The establishment of the aviation industry as the eighth industry will focus economic development efforts towards this industry and increase its visibility.

Strategy 4. Conduct and market an aviation economic impact study.

The economic value of the Miami-Dade County Airports and its related aviation industries is unknown. The value will be used to inform and educate our local citizens of the importance of aviation on our local economy.

The marketing campaign will use the results of the economic impact study to emphasize the size and importance to this dynamic industry.

Issues Addressed

- Local community does not understand the economic impact of the aviation industry.
- Local government does not understand and thus cannot effectively support the aviation industry. This is particularly true for small businesses and aircraft maintenance.
- Miami has a poor image, businesses move into telephone area codes (954) and (561) for better image.
- Bad publicity from FAA video and media.
- Miami does not match other cities incentives.
- Become the "Gateway to Africa".
- Does not have a regional approach to issues, problems or promotions.
- Public safety, housing, public schools, public transportation and general image an obstacle to recruitment and growth.

Action Plans

Objective/Strategy	Action	Responsibility*
Objective 4.	*Identify and present Miami-Dade County as a world-class aviation center and expand its markets.*	
Strategy 1	Conduct a worldwide marketing campaign emphasizing the aviation industry and quality of life.	
	Determine what aviation marketing efforts are currently being conducted. Review the programs of the Miami-Dade County's Aviation Department Marketing and Public Relation offices	1. The Beacon Council 2. Miami-Dade Aviation Department
	Identify the key target audiences, i.e., Miami-Dade County residents, existing aviation businesses, visitor industry targets, executive recruits, airline facility planners/business development managers, Worldwide Aviation Directory, McGraw-Hill, Southern Command and all passengers and cargo airlines. Also, select local, national and worldwide geographic targets.	1. The Beacon Council 2. Greater Miami Aviation Association 3. Greater Miami Chamber of Commerce
	Review and select the best marketing mix. The review would include personal visits, collateral, public relations, promotion video (may co-op support with other organizations), print advertising, broadcast campaign, worldwide web, trade media/trade event and promotional events.	1. The Beacon Council 2. Greater Miami Aviation Association 3. Greater Miami Chamber of Commerce
	Secure funding for the marketing campaign. Possible sources: a co-op with The Beacon Council, Miami-Dade Aviation Department and Greater Miami Convention & Visitors Bureau	1. The Beacon Council 2. Miami-Dade Aviation Department

Page .24.

Action Plans

Objective/Strategy	Action	Responsibility*
Strategy	*Establish the aviation industry as one of One Community One Goal's® targeted industries.*	
	Complete the Miami-Dade Aviation Taskforce Report.	1. The Beacon Council
	Present the Aviation Taskforce's objectives, strategies, action steps and organizations who have agreed to provide leadership to resolve aviation industry issues to the co-chair of One Community One Goal®	1. The Beacon Council 2. Miami-Dade Aviation Department
	Present the Aviation Taskforce report to the One Community One Goal® Oversight Committee for their review and approval.	1. The Beacon Council 2. Miami-Dade Aviation Department
	Recommend a person to represent the Aviation Industry on the Oversight Committee.	1. The Beacon Council 2. Miami-Dade Aviation Department
Strategy 4.	*Conduct and market an aviation economic impact study.*	

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Action Plans

Objective/Strategy	Action	Responsibility*
	Initiate and implement the aviation marketing campaign.	1. The Beacon Council 2. Miami-Dade Aviation Department
	Host a major South Florida aviation conference in 2001.	1. The Beacon Council 2. Aviation Associations
Strategy 2	*Prepare action plans for regional and statewide aviation related issues.*	
	Identify through personal knowledge, industry survey or reviewing what other aviation organizations have determined as the critical state and regional issues. Some issues might included: a) state taxes, b) state incentives, c) regional marketing, d) research, e) statewide aviation workforce development or f) statewide imbalance of federal FAA monies.	1. Greater Miami Chamber of Commerce 2. Aviation Associations 3. The Beacon Council
	Clarify the issues and garner aviation business support.	1. Greater Miami Chamber of Commerce
	Promote the issues to appropriate legislative or education organizations.	1. Greater Miami Chamber of Commerce 2. Aviation Associations

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Action Plans

Objective/Strategy	Action	Responsibility*
	Review the latest aviation economic impact study conducted for the Miami-Dade Aviation department to determine 1)when it was conducted, 2) what components of the aviation industry were included and 3) how much it cost.	1. The Beacon Council
	If the latest aviation economic impact study did not include all sectors and if it is more than three years old, then recommend a new study be undertaken during 2000.	1. The Beacon Council
	Identifying funding for an economic impact study.	1. Miami-Dade Aviation Department 2. Aviation businesses 3. The Beacon Council
	From aviation association members, Miami-Dade Aviation Department and major airline employers obtain economic information and conduct an economic impact study.	1. The Beacon Council 2. Aviation related consultant 3. Aviation businesses
	Present findings to the appropriate aviation entities and the general public.	1. The Beacon Council. 2. Miami-Dade Aviation Department
	Use the results in the aviation marketing campaign.	1. The Beacon Council

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000069

RESOLUTION NO. 2000-9

RESOLUTION OF THE MAYOR AND THE CITY COUNCIL OF THE CITY OF HIALEAH, FLORIDA EXPRESSING SUPPORT FOR THE REDEVELOPMENT OF THE HOMESTEAD AIR FORCE BASE AS THE HOMESTEAD REGIONAL AIRPORT.

WHEREAS, in August 1992, Hurricane Andrew devastated the southern portion of Miami-Dade County; and

WHEREAS, in the wake of the destruction, Homestead Air Force Base, a major economic and employment center, was destroyed; and

WHEREAS, as a result, Homestead Air Force Base was closed and later redefined as a significantly reduced air reserve operation; and

WHEREAS, a proposed regional, commercial airport in Homestead will generate thousands of new jobs and facilitate the development of airport-related commercial and industrial businesses; and

WHEREAS, the redevelopment of the former Homestead Air Force Base as a regional, commercial airport will promote and expand economic recovery for southern Miami-Dade County; and

WHEREAS, aviation services provided by Homestead Regional Airport would greatly benefit Miami International Airport by serving as a reliever airport for air traffic.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND THE CITY COUNCIL OF THE CITY OF HIALEAH, FLORIDA, THAT

Section 1: The Mayor and the City Council of the City of Hialeah, Florida hereby support the redevelopment of the Homestead Air Force Base as the Homestead

RESOLUTION NO. 2000-9
Page 2

Regional Airport for commercial air traffic and related services

PASSED AND ADOPTED this 25th day of January, 2000.

Alex Morales
Council President

Attest:

Daniel F. DeLoach, City Clerk

Approved on this 31st day of JANUARY, 2000.

Mayor Raul L. Martinez

Approved as to legal sufficiency and as to form

William M Grodnick, City Attorney

RESOLUTION was adopted by unanimous vote with Councilmembers Bovo, Garcia, Gonzalez, Morales, Ponce, Robaina, and Yedra voting "Yes".

000070

PUBLIC HEARING ON HAFB

PERSONAL TESTIMONY BY ROY G. PHILLIPS, Ph.D. PRIVATE CITIZEN/ENTREPRENEUR

Tuesday, February 1, 2000
5:30 p.m.

South Dade Senior High School

Auditorium

Good afternoon, my name is Roy G. Phillips. I live at 12725 SW 218 Street, Goulds, Florida 33170.

I am appearing before you this evening as a private citizen/entrepreneur to speak in support of the proposed action for the development of a commercial airport on surplus property at the Homestead Airport in accordance with the Homestead Air Force Base Draft Supplemental Environmental Impact Statement (SEIS).

My remarks are based upon a review of the Draft Supplemental Environmental Impact Statement - "Disposal of Portions of the Former Homestead Air Force Base, Florida." prepared by the U.S. Air Force and the Federal Aviation Administration and cooperating agencies including: National Park Service, U.S. Fish and Wildlife Service, U.S. Environmental Protection Agency as well as my own participation on two county-wide Aviation Advisory Committees.

I would like to confine my remarks to the following areas: **Economic Need; Continuing Delays by more and more studies and threats of lawsuits to stop airport development; the impact upon the environment.**

ECONOMIC NEED

- The devastation wrought by Hurricane Andrew in 1992, created a massive population out migration of many small and medium sized businesses and middle income residents,

leaving behind many unemployed and low income residents.

In April 1999, Housing and Urban Development Secretary, Andrew Cuomo noted that the Homestead area is one of the few remaining areas of poverty nation wide. More than 37% of Florida City and 30% of the people in Homestead are below the poverty level.

- The study projects 38,000 air-related jobs that are estimated to generate $800 million in earnings by 2015 and to increase to more than $1 billion in earnings by full build-out.

- Non-Airport Proposals do not provide comparable jobs. The Collier proposal, for example, "is estimated to be the least job intensive alternative.": 1,900 by 2005 and only 6,800 at full build-out on site. In total, the Collier proposal is estimated to produce no more than 14,000 jobs and $350 million in earnings by full build-out.

- These alternative proposals would transfer extremely valuable assets to wealthy developers.

- All of the data that I have reviewed show a need in South Florida for a Reliever Airport to relieve congestion at Miami International Airport. So far, Homestead provides the best site for a "Reliever Airport" the SEIS Confirms that there is no feasible site for a new airport and Opa-Locka cannot satisfy the forecast needs.

CONSTANT DELAYS

- Environmentalists supported Airport development at Homestead in previous years. Many of the environmentalists opposed various Miami-Dade County sites for Commercial Airport development including, for example, the Jet Port Site. At that time they agreed that Airport development should occur in Homestead.

- Only after the Air Force approved Commercial Airport development in 1994, did environmentalists actively oppose the airport. They demanded and got from the Clinton Administration an agreement that the environmental impact study earlier performed by the Air Force should be done over. The six year delay has prevented any economic development and job creation for the area. Even now there are threats to delay the process even further through litigations. The future of South Dade's economic development has been held hostage by such tactics.

THE ENVIRONMENTAL IMPACT

The final environmental study commissioned by the Air Force in 1994 supported the development of Homestead Airport and concluded that the airport would be environmentally compatible. The current SEIS reconfirms this conclusion.

- **AIR QUALITY IS PROTECTED** - The SEIS concludes that increase in air pollution emissions is not expected to exceed National Ambient Air Quality Standards and that increases in nitrogen oxides would be less than 1% of county wide emission standards.

- **WATER RESOURCES ARE PROTECTED** - The proposed action includes a comprehensive surface water management Master Plan for managing on-site storm water runoff. This plan will comply with permit provisions pending before the South Florida Water Management District. Because of the concerns expressed about preserving Biscayne Bay's water quality, extra care was taken to design a plan to preserve water quality. The Preservation Plan includes a network of French drains and other features designed to retain as much of the storm water runoff as possible on the airport property.

- **NOISE IMPACT PROTECTION** - The County's leading independent experts concluded that a commercial airport at Homestead will have environmentally compatible noise impacts. Furthermore, it is important to note that the expected impacts in the environmental study do not even include the implementation of a noise management and implementation plan which is required by the State of Florida for use of the base as a commercial airport.

- **AIRPORT SAFETY** - The SEIS report concluded that the risk of serious accidents involving commercial aircraft was negligible.

- **PROTECTION OF WETLANDS** - The development effects on wetlands are minor and these resources will be protected under Federal and state regulations.

- **PROTECTION OF WILDLIFE AND HABITAT** - The biological resource experts who prepared the study found little impact on noise sensitive wading birds, on Cape Sable seaside sparrows, and minimal losses of remnant pine Rockland which could be reduced further under mitigation plans.

- **PROTECTION OF MANATEES AND CROCODILES IN BISCAYNE BAY PARK** - Manatees will be little affected by the projected noise level and in any case can habituate themselves to noise. Crocodile life would not be sufficiently affected to stop their northward migration.

- **TURKEY POINT SAFETY** - While studies are not complete in this area, those that are underway do not expect real safety hazards. Sixty-three percent of the residents in the South Dade area support a commercial airport at the former HAFB site.

Thank you for your consideration of my testimony.

H:\wpdata\hafb testimony 2.1.2000

000071

Mayor George Geisler
Vice Mayor Kym M. Collins
Councilman James Mooney

Councilman Frank R. Kulisky
Councilman Ron Levy

February 2, 2000

U.S. Air Force
AFBCA/EX
1700 N. Moore Street, Suite 2300
Arlington, VA 22209-2802

Enclosed you will find a resolution opposing the placement of a commercial airport at the former Homestead Air Force Base. This resolution was passed unanimously by the Islamorada, Village of Islands Village Council on January 27, 2000.

We believe that the development of this airport would cause irreparable damage to the adjacent parks and sanctuaries. It will also impact evacuation of the Keys in the event of a hurricane threat to South Florida.

Please consider the Florida Keys and the effects the airport will have when you make your final decision.

Sincerely,

George Geisler
Mayor, Islamorada, Village of Islands

Encl.

81011 Overseas Highway • P.O. Box 568 • Islamorada, Florida 33036
305 664 2345 FAX 305 664 2399 www.islamorada.fl.us

CERTIFIED COPY OF ORIGINAL
Carol Simpkins
CAROL SIMPKINS

RESOLUTION NO. 00-01-03

A RESOLUTION OF THE VILLAGE COUNCIL OF ISLAMORADA, VILLAGE OF ISLANDS, FLORIDA; OPPOSING THE PLACEMENT OF A COMMERCIAL AIRPORT AT THE FORMER HOMESTEAD AIR FORCE BASE; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the United States Department of Defense and Miami-Dade County presently are investigating options for redevelopment for the former Homestead Air Force Base (the "Homestead AFB"); and

WHEREAS, Islamorada, Village of Islands, Florida (the "Village"), is a neighboring community which lies approximately only 50 miles south of Homestead in the Keys; and

WHEREAS, the Village, endowed with an unparalleled natural environment highlighted by the only living coral reef in the continental United States and over 100 species of plants and animals listed or considered for listing in a protected category by the state or federal government, depends upon the health of the surrounding waters to entice tourists interested in world-class fishing, diving, and a tropical atmosphere and to provide bountiful harvests of fish, lobster, and shrimp; and

WHEREAS, the Homestead AFB lies ten miles east of Everglades National Park and adjacent to Biscayne National Park (sometimes referred to collectively as the "National Parks"); and

WHEREAS, Everglades National Park, as the largest remaining sub-tropical wilderness in the continental United States and with its extensive fresh and saltwater areas, open Everglades prairies, mangrove forests, and abundant wildlife including rare and colorful birds, alligators, and crocodiles, is a precious national resource in need of protection; and

WHEREAS, Biscayne National Park, which is 28 miles long and 14 miles wide, is the last remaining stretch of natural coastline between the developed portion of eastern Miami-Dade County and the Keys and features fragile coral reefs, mangroves, and wetlands; and

WHEREAS, the Village and the National Parks contain fragile natural resources unlike any found anywhere else in the continental United States that are in need of preservation and protection; and

WHEREAS, one of the proposed options for redevelopment includes creation of a commercial airport, with cargo shipments and commuter airline flights resulting in between 600-700 landings and takeoffs per day; and

WHEREAS, the noise and water pollution generated by a commercial airport at the Homestead AFB would endanger existing wildlife and violate the fundamental purpose of the National Parks, as well as adversely affect the natural beauty and pristine nature of the neighboring areas; and

WHEREAS, the Village Council believes that placement of a commercial airport at the Homestead AFB would result in irreparable damage to the Village and the National Parks, and would adversely impact the Florida Keys National Marine Sanctuary and the Keys, already designated by the Florida Legislature as an area of critical state concern; and

WHEREAS, the only entrance to the Keys and to the Village is via U.S. Highway 1, which runs through Homestead and already has placed on it major traffic demands, and placement of a commercial airport at the Homestead AFB would only exacerbate these problems; and

WHEREAS, other, less-intense proposals for redevelopment have been submitted.

NOW THEREFORE, BE IT RESOLVED BY THE VILLAGE COUNCIL OF ISLAMORADA, VILLAGE OF ISLANDS, FLORIDA AS FOLLOWS:

Section 1. The Village Council opposes the placement of a commercial airport at the Homestead AFB.

Section 2. The Village Council petitions the County, the United States Department of Defense, and the United States Department of the Interior to explore less-intense use options for the Homestead AFB which would preserve the pristine nature and protect the precious natural resources of the property and surrounding areas.

Section 3. This Resolution shall become effective immediately upon its adoption.

PASSED AND ADOPTED this 27th day of January, 2000.

GEORGE GEISLER, MAYOR

ATTEST:

Carol Simpkins
Carol Simpkins, Village Clerk

APPROVED AS TO LEGAL SUFFICIENCY:

VILLAGE ATTORNEY

Motion to adopt by Vice-Mayor Collins seconded by Councilman Kulisky

. . .

FINAL VOTE AT ADOPTION

Mayor George Geisler	*YES*
Vice Mayor Kym M. Collins	*YES*
Councilman Frank R. Kulisky	*YES*
Councilman Ron Levy	*YES*
Councilman James V. Mooney	*YES*

436001/Resolutions//Homestead Air Force Base

4

000073

February 1, 2000

Back in the '50's I lived and went to school in Hialeah. During that time I mowed the lawns of residents in Miami Springs One nice lady's yard I mowed lived on Minola Drive, just one mile north of Miami International Airport I remember her having one of those hand pitcher pumps in her back yard, and in pumping out water--the ugly black oily look it had I couldn't believe my eyes . She told me that was ground water run-off from the airport into the water table That was the '50's... Today, can you imagine how polluted and contaminated the water is????

A commercial airport at H A.R.B , would be devastation to the water supply to the residents, farming operations, and national parks near by... WE CAN'T LET THAT HAPPEN!!!!

For the past eight years we have heard the politicians and promoters yelling, JOBS, JOBS, JOBS We need jobs for the people!! Well, they're there I always thought that if anyone really and truly wants to work, he'll find a job We have buses and bike-ways on the busway to take any body who wants to work to their job.. According to figures released by the FLA DEPT OF LABOR, and EMPLOYMENT SECURITIES, un-employment in Miami-Dade County fell to 5% in December, the lowest unemployment rate in more than ten years That says something.. Have you looked lately. in the South Dade News Leader paper???? -- why,— the jobs are plentiful -- 8 columns of help wanted, good paying, way above minimum wage being offered. If people want to work, the jobs are here in South Dade, now

The proposed commercial airport would benefit the greedy, self-interests, real-estate speculators, bankers, lawyers, lobbyists, land baron farmers, Homestead and county politicians. It certainly wouldn't benefit WE THE PEOPLE WHO LIVE, WORK AND PLAY IN SOUTH-DADE COUNTY. ..Shouldn't we all be good stewards of the land????

Sidney Robinson - 23515 S.W 162 Ave ,Homestead (Redland), Florida 33021-1307
305-247-5511

Sidney Robinson

City of Florida City
Gateway to the Florida Keys and the Everglades

000074

Office of the Mayor

February 1, 2000

Homestead Draft
SEIS
AFBC/A/PA
1700 N. Moore Street
Suite 2300
Arlington, VA 22209

RE: Redevelopment of Homestead Air Force Base

Dear Sir/Madam

Enclosed please find a copy of a Resolution supporting the redevelopment of the Homestead Air Force Base. I urge you to seriously consider the economic impact the redevelopment of this project would have on the communities of Florida City/Homestead and the South Dade area. There is also a great need to provide jobs to the citizens of these communities.

Thank you for your consideration of this request.

Sincerely,

Otis T. Wallace
Mayor

OTW/cs

Post Office Box 343570 • 404 West Palm Drive • Florida City, Florida 33034-0570 • Telephone (305) 247-8221 • Fax (305) 242-8133

02/01/00 TUE 16:03 FAX 703 696 8828 USAF CONV DIV 002

RESOLUTION NO. 00-04

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF FLORIDA CITY, EXPRESSING SUPPORT FOR THE REDEVELOPMENT OF HOMESTEAD AIR FORCE BASE AS HOMESTEAD REGIONAL AIRPORT IN ACCORDANCE WITH THE SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT FOR DISPOSAL OF PORTIONS OF THE FORMER HOMESTEAD AIR FORCE BASE, AS PREPARED BY THE DEPARTMENT OF THE AIR FORCE IN DECEMBER, 1999; PROVIDING FOR DISTRIBUTION OF RESOLUTION; PROVIDING FOR EFFECTIVE DATE.

WHEREAS, in August of 1992, Hurricane Andrew devastated the southern portion of Miami-Dade County; and

WHEREAS, one of the primary economic and employment centers destroyed by Hurricane Andrew was the Homestead Air Force Base; and

WHEREAS, the United Stated Air Force and Federal Aviation Administration (the "FAA") have recently completed the Supplemental Environmental Impact Statement (the "SEIS") concerning disposal of portions of the former Homestead Air Force Base (the "AFB"), dated December, 1999; and

WHEREAS, at the insistence of the Federal Government and various environmental organizations, the people of Homestead and South Miami-Dade County had been forced for several years to set aside all expectations of new jobs and economic recovery while both a Sensitivity Analysis (whose conclusions were the same as the 1994 Final Environmental Impact Statement) and the SEIS were completed; and

WHEREAS, the Community was extremely surprised and disappointed to hear the

1

02/01/00 TUE 16:04 FAX 703 696 8828 USAF CONV DIV 003

recent negative comments of Secretary Babbit and Administrator Browner regarding the recently completed draft of the SEIS concerning the development of an airport at the former Homestead Air Force Base; and

WHEREAS, since the public comment period on the SEIS had not concluded, the comments of Secretary Babbit and Administrator Browner were ill-timed, ill-informed, in sharp conflict with the findings of the SEIS, and bring into question the integrity of the entire federal process; and

WHEREAS, a unique opportunity presently exists to promote the economic recovery of southern Miami-Dade County by providing for the redevelopment of the former Homestead Air Force Base; and

WHEREAS, this opportunity must be pursued without further delay; and

WHEREAS, the SEIS indicates that the use of surplus lands of the AFB for the development of a commercial airport, to the designated as Homestead Regional Airport, as proposed by Miami-Dade County, can be accomplished in a manner which is compatible with the environment, and

WHEREAS, it is also clear, as the SEIS indicates, that commercial air activity at the Homestead facility will not have "any significant impact on our national parks and/or their surroundings"; and

WHEREAS, the Homestead Regional Airport will generate thousands of new jobs and will facilitate the development of airport related facilities and commercial and industrial enterprises; and

WHEREAS, the development of the Homestead Regional Airport will generate thousands of new jobs and will facilitate the development of airport related facilities and commercial and industrial enterprises; and

2

02/01/00 TUE 16:04 FAX 703 696 6828 USAF CONV DIV 004

WHEREAS, the development of the Homestead Regional Airport will enable the southern Miami-Dade County community to make substantial progress in recovering from the devastating impact of Hurricane Andrew, and

WHEREAS, the Homestead Regional Airport would provide scheduled air passenger services, as well as air freight, air cargo, and general aviation operations, and

WHEREAS, aviation services provided by Homestead Regional Airport would serve to provide much needed relief to Miami International Airport ("MIA") by serving as a reliever airport;

WHEREAS, MIA would greatly benefit from a reliever airport to mitigate the heavy demand created by the growing quantity of international traffic; and

WHEREAS, the runway at Homestead Regional Airport can readily accommodate all types of aircraft in the civil fleet, and must, in any event, remain active in the future to meet U.S. Military and U.S. Customs needs; and

WHEREAS, the SEIS indicates that a commercial airport facility can coexist in our environment, while alleviating the long term planning problems of air capacity for Miami-Dade County; but more importantly, fulfilling the federal government's commitment made many years ago, to help revitalize our economy.

NOW THEREFORE, BE IT HEREBY RESOLVED BY THE MAYOR AND THE CITY COMMISSION OF THE CITY OF FLORIDA :

Section 1. Recitals adopted. That each of the above stated recitals are hereby confirmed and adopted.

Section 2. Statement of Support. That the City Commission hereby expresses its strong support for the development of Homestead Regional Airport, in accordance with the proposal of

3

02/01/00 TUE 16:04 FAX 703 696 6828 USAF CONV DIV 005

Miami-Dade County, Florida, as evaluated in the SEIS of December, 1999.

Section 3. Request for Action. That the City Commission calls upon all interested parties to move forward with this essential project.

Section 4. Distribution of Resolution. That a copy of this resolution shall be distributed to the Honorable Albert Gore, Jr., the South Florida Congressional Delegation, the United States Air Force, the FAA, Miami-Dade County Board of County Commissioners, Mayor Alex Penelas of Miami-Dade County, Mayor Steve Shiver of the City of Homestead, the County Manager of Miami-Dade County, the Director of MIA, the Miami-Dade County League of Cities, and to other interested parties as designated by the City Commission.

PASSED AND ADOPTED this 26th day of January, 2000.

Otis T. Wallace
Otis T. Wallace
Mayor

ATTEST:

Elizabeth A. Sewell
Elizabeth A. Sewell, CMC
City Clerk

4

02/01/00 TUE 16:05 FAX 703 696 6828 USAF CONV DIV 006

000075

Good Evening February 1, 2000

My name is Brian Ettling ~~Private Citizen~~

~~I live and work inside Everglades National Park~~

I ~~love the Everglades~~. I am here tonight as a private citizen to fight to protect the Everglades. ~~want to protect the Everglades~~

Right now I ~~have these words to~~ the political leadership of Homestead and Miami-Dade County and the supporters of the commercial airport plan: ~~[illegible]~~ to remind

(In South Florida The Ecology is the Economy)

~~The Everglades is the foundation base for Miami-Dade County's $10 Billion tourism industry.~~

More than 365,000 Florida jobs depend on the regional tourism-based economy supported by a healthy Everglades.

According to the Army Corps of Engineers in their Comprehensive Everglades Restoration/Restudy brochure:
"Everglades Nat. Park is one of the top 5 tourist destinations in nation."

About 1/3 of the visitors to the Everglades are international visitors from outside the United States.

Its time to remind the political leadership of Homestead and Miami-Dade County **YOU HAVE A WORLD CLASS TOURIST DESTINATION IN YOUR BACKYARD**

You should be proud to have the Everglades next to your community

Your top priority should be to promote, protect, and save the threatened Everglades ecosystem. ~~[illegible]~~ Already the most threatened National park in the United States

(Private Citizen)

Brian Ettling
#1 Flamingo Lodge Hwy
Flamingo, FL - 33034-6798

2

It is time to stop the commercial airport development of the former Homestead Air Force Base.

The proposed 220,000 flights per year would be disruptive to the wildlife and visitors of Everglades National Park.

Also the build up of industrial wastes from a major commercial airport will jeopardize marine life and our drinking water supply.

It should be unthinkable to place a major commercial airport next to two national parks, Biscayne and Everglades National Park.

*Can you imagine how outraged we would be if a major commercial airport was proposed 8 miles from Yosemite Nat. Park or 8 miles from Yelowstone Nat. Park? 1/2

As taxpayers and voting citizens, we must ensure that our national parks, locally and nationwide, are protected from internal and external environmental threats. Man-Made

The most crucial question we must ask ourselves tonight:
WHAT WOULD MARJORY STONEMAN DOUGLAS WANT US TO DO?

Over 30 years ago, a major jetport (commercial airport) was proposed where Big Cypress Nat. Preserve is located today.
One of the respected residents of South Florid
Marjory Stoneman Douglas, the mother of Everglades National Park and the author of the landmark book on the Everglades, River of Grass, successfully lead the movement to defeat that crazy jetport scheme.

Marjory is no longer alive to guide us through the complex issues of the Everglades and South Florida's environment.
However, her words and wisdom will forever be with us.

Make no doubts about it, though
Marjory would want this crazy airport scheme stopped also.

Thank you for present giving me the opportunity to speak tonight.
Air Force

000076

NO AIRPORT
SAVE OUR GREATEST
ASSESS 2 NATIONAL
PARK.
NO Damage to OUR
Ecological Life!

000077

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/2/2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I'm for get in Favor of The Change Of Realignment To Commercial airline usage - Because of The world situation we need The Air Base Back in it original use, Because of being a retiree of The US Army and A disable veteran living in Dade County all of my life, I have notice That Homestead is A strategic Area for The United To Protect This county.
As you know Homestead air Base was Destroyed By native hurricane Andrew But The Base still existed as a staging area for The European countries such as Bosnia, Kosovo and recently The Desert storm operation for Defense, Fight A war, and Humanity Feeding countries. The United States is still close To Cuba and things could change rapidly in a distance 90 miles away
(over)

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: James L. Marsla K
ADDRESS/DIRECCIÓN: 13500 Harrison St
CITY/CIUDAD: Miami
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Florida 33176
305-232-3668

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

Se publicarán sus comentarios en el SEIS FINAL. Favor de no incluir su dirección personal si no desea que esta aparezca en el SEIS FINAL. El hecho de proporcionar esta información es considerado como su consentimiento para publicarla

Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

In Fighting in Korea as a young Soldier. We had to immediately regroup To defeat The north Korea and The Chinese, we did This with no staging Area in Korea and sole down Equipment with no Air fields in Korea in 1950,

We now have Homestead Air Base with All The structures in place To make Homestead Air Base viable for
1. Feeding European Countries
2. Fighting A war in Possible
3. Defending The United States from aggression.

~~The Realignment should be Back what it was.~~
The Re-Alignment committee should replace Homestead Air Base Back like it was
Retired U.S. Army

000078

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/2/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Runway 9 left at Opalaka is 8000 Ft with room for expansion, and not a 30 mile drive to the middle of nowhere

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Robert Cooper Welsh, Jr
ADDRESS/DIRECCIÓN: 7437 SW 64 Ct
CITY/CIUDAD: South Miami FL
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33143

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AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

000079

COMMENTS ON HOMESTEAD SEIS

Who decided there is a "recognized civil aviation need in south Florida for additional commercial service activity"?

Miami International is expanding its capacity and is getting a new runway. Opa Locka airport is available and is situated between Broward and central Dade. Homestead is 20 miles from Dade center and 50 miles from Broward center. The FAA itself recognized that the Homestead airport would not serve Broward residents. The report that made that statement disappeared shortly after it was made public. Why?

The number of jobs projected is ludicrous.

A single runway maximum use is projected at 231,000 operations yearly. 90% or 208,000 yearly - 570 per day between 7:00 a.m. and 10:00 p.m. - 44 per hour - more than one flight every minute and a half. Yet according to the authors of this tripe, that really isn't very annoying. Even two runways full of airplanes doesn't seem very harmful to them.

How ridiculous can these people get? One runway alone will provide a constant annoying roar over the Biscayne National Park during all the hours people are using that fragile treasure. I wonder how the committee members managed to keep their food down while offering these nonsensical estimates of noise levels. The study talks of noise impacts on a few present homes and carefully ignores the impact there will be on the additional homes the study projects.

Then there is the admission that - yes, there will be some fuel fall-out from the aircraft engines, but it really isn't important. Besides, newer jets will have cleaner engines. It is beyond comprehension how this committee could prostitute itself to the extent it has.

Much more than 50% of the commercial jet activity will be by cargo aircraft. OLDER aircraft with dirty emissions. Most of them from Central, South America and the Caribbean. These areas do not have the best aircraft maintenance in the world. Anyone who has lived next to or worked at an airport is painfully aware of the oil film on cars and property. The amount of activity projected to over fly Biscayne National Park will destroy the vegetation and foul the water. There is a very weak tidal exchange in the lower Bay.

We now have the same number of small businesses and jobs in the greater Homestead area that we had prior to Hurricane Andrew. I'm sure the local mayors and C of C will want to dispute that.

Which air passengers will be told to use Homestead? How will flights be scheduled to make sure that Broward passengers won't need to make the 40-50 mile trip to Homestead?

The person in charge at FAA needs to return to private industry, immediately followed by some Air Force people.

I have never seen such an immoral, biased, devious collection of published intellectual horse manure in my almost 80 years. Perhaps I shouldn't be too hard on committee members. There are bound to be some who cringe at the thought they participated in this unbelievable farce.

Hoped-for intelligence should tell everyone who shills for a commercial airport that the mixed use is an alternative that can mature quickly and provide jobs and tax base. Any attempt to construct a commercial airport will be met with litigation on a dozen fronts and will remain bogged in the courts for 10 to 15 years and NO jobs or tax base will be created.

Is that what is wanted for the area?

It will only take one or two poorly maintained cargo jets to crash into the waters of Biscayne National Park to destroy its value. Where is it written that the people of this nation are required to sacrifice one of our most unique National Parks to accommodate a political debt incurred by the present federal administration and some local overly ambitious politicians.

Lloyd Miller
Box 1587
Homestead, FL 33090

cc: Hon. Al Gore
Hon. Bob Graham
Hon. Connie Mack
Secretary of the Interior Babbitt
Hon. Jeb Bush

National Organizations:
Natural Resource Defense Council
Sierra Club
Audubon Society
Izaak Walton League
National Parks and Recreation
Trust for Public Lands
Nature Conservancy

000080

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2 Feb 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I strongly oppose the development of commercial aviation in Homestead.
1. Creation of a commercial airport will promote heavy commercial and residential development in exactly the wrong place, between Florida Bay, the Everglades and the offshore reefs. Adverse effects on water quality would be inevitable if such development occurred.
2. Jet noise from an airport in Homestead would destroy the esthetic experience of the Everglades and Big Cypress preserve. The serenity of these parks will be destroyed forever if heavy jets approach and take-off overhead. I live 7 miles from M.I.A. When jets pass over the house, children are woken, windows rattle, and conversation stops. Noise such as this will destroy the solitude of our parks upon which our tourism depends.
3. Far superior to an airport would be an alternate plan that minimizes noise and adverse effects on water quality of Biscayne and Florida Bays.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Philip Stoddard
ADDRESS/DIRECCIÓN: 12881 SW 47 St
CITY/CIUDAD: Miami FL
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33175

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FAX: 703-696-8828

000081

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Gracias por su participación

DATE/FECHA: 2-2-2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

We need to save our Parks + preserve the area for future generations
An airport cannot be
need to stop the commercial airport.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Amber Goldstein
ADDRESS/DIRECCIÓN: 3421 Pomciana Ave
CITY/CIUDAD: Miami
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Florida 33133

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Gracias por su participación

DATE/FECHA: 2/2/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

A comercial airport located between 2 endangered National Parks which attract a myriad of Birds & other wildlife. A noisy airport would pose a danger to both flying birds & planes increasing the likelihood of a crash.
It was only 1 year ago I read in the Herald that it was "necessary" to kill Ibis (birds) because ~~they~~ their proximity to MIA was endangering flights.
Please consider locating this Airport in Opa locka where there is already development & is closer to commerce.
I recomend "Mixed Use" option

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Rae S. Newman
ADDRESS/DIRECCIÓN: 7921 SW 200 ST
CITY/CIUDAD: Mia Fl. 33156
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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Gracias por su participación

DATE/FECHA: 2/2/2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

It concerns me that this issue has just recently been raised when it appears that the decision to build a commercial airport has already been decided. The hearings - time & locations were scheduled so that the people that would be most obviously impacted (unfortunately) were not really able to participate in large numbers. I have lived in the area for 6 years and enjoy the aesthetic and environment diversity it has to offer. I'm concerned that there has not been adequate attention paid to the long term impact of the plan of building a commercial airport. In addition, the alternatives seem worthy of further consideration. If the airport's mission does, I will relocate from the area. I spend time and money in the area which I will then eliminate.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE:
ADDRESS/DIRECCIÓN:
CITY/CIUDAD:
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/2/2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

AS A RESIDENT OF SO FLORIDA FOR MORE THAN 30 yrs I HAVE HAD THE MISFORTUNE TO WITNESS RAPID DEGRADATION OF A ONCE PLEASANT ENVIRONMENT. THOUGHTLESS, UNCONTROLLED URBAN SPRAWL THREATENS EVERY LAST BASTION OF GREENSPACE WE HAVE LEFT IN So. FLORIDA.

EVERYONE 'TALKS' ENVIRONMENTAL SUSTAINABILITY BUT ONCE A PROJECT GETS UNDERWAY, THE ENVIRONMENT GETS BULLDOZED. CONCRETING OVER MORE ACREAGE OF GREEN CONTRIBUTES TO INCREASED GLOBAL WARMING AND ~~[illegible]~~ FURTHER NEGATIVE ENVIRONMENTAL IMPACTS.

A Commercial airport is completely inappropriate FOR the proposed location - a mixed use PLAN AS →

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: ELIZABETH MAHAFFEY
ADDRESS/DIRECCIÓN: 970 UGO AVE
CITY/CIUDAD: CORAL GABLES, FL 33150-6323
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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is proposed by Collier - Hoover is only slightly more attractive.

The web of life in So. Florida has already been disrupted by draining the Everglades. We are already spending zillions to ameliorate our water situation - WE are running out of our resources.

We need to be conservative about our future development - in particular on the boundaries of a very delicate + RARE ecosystem.

I am not a radical by any stretch of the imagination, I am one voice who only wishes my co-habitants on this planet will appreciate the necessity of taking good care of this good earth for generations ahead.

E. Mcgoffey

000085

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2-2-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I WOULD LIKE TO SEE SOME TYPE OF BUSINESS AT THE BASE TO BOOST OUR ECONOMY AND PROPERTY VALUES. I LIVE WITHIN 7/10'S OF A MILE OF AAFB.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: M. MISDEIROS.
ADDRESS/DIRECCIÓN: 25897 SW 132 CT
CITY/CIUDAD: NARANJA
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FLORIDA 33032

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Thank you for your input
Gracias por su participación

DATE/FECHA: Feb. 2, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I urge you to reject the Commercial Airport Plan as not being compatible with the health and well being of the South Dade Community, or with the South Florida Environment, as evidenced by the SEIS projections of a estimated eightfold increase in hazardous materials stored and used by 2015 on site and offsite 339 TONS per year hazardous waste!! And increased noise pollution to intolerable levels.
Additionally the SEIS tells us airport related traffic and noise + secondary development could affect nearby residential communities. We can't take those risks —
Please approve the Collier / Hoover plan which will create a compatible & wonderful opportunity for economic development

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Cindy Cerner
ADDRESS/DIRECCIÓN: 5901 Moss Ranch Road
CITY/CIUDAD: Miami, FL 33156
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Florida 33156

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DATE/FECHA: Feb 2, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I want to share with you an experience I had when I was camping at Fort Jefferson (in the Dry Tortugas) with the Sierra Club - about 5 years ago. There was an island next to Fort Jefferson - and it was birds' nesting season. My sad memory is that every time a fighter from the Homestead Air Force Base flew over, 100's and 100's of terrified birds flew into the air - in a panic! I believe that with a large commercial airport, the impact on wildlife would be much worse than it is now.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Clarissa Scott
ADDRESS/DIRECCIÓN: 8107 SW 72 Ave
CITY/CIUDAD: Miami, FL ~~33143~~
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33143

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Gracias por su participación

DATE/FECHA: 2/2/2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I have notice the TACTICS OF SIERRA Club To scare people
About Noise + pollution.
There IS NOT going TO be MORE NOISE + pollution
THAN airplanes with AFTERBURNERS TAKING OFF..
We have MORE pollution FROM Solid Fuel (Ariane Rocket pollution) the beaches and not body
says ANYTHING ABOUT THAT
We should have A PASSENGER AIRPORT AND CARGO AIRPORT
Twillbe less pollution.
Always when you have people you will have
pollution.
You will be ABLE TO control some.
The SIERRA club should be in the Condom bussines.
AND border patrol TO control HUMAN Growth + stop pollution
We need 38000 JOB.
The INCONVENIENCE AT FEW BENEFIT THE MOST. OTHERWISE IT'S.
This IS A DEMOCRATIC WAY

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Norberto Alonso
ADDRESS/DIRECCIÓN: 14816 SW 67 Av.
CITY/CIUDAD: M. FLA 33193
STATE, ZIP CODE/ESTADO, ZONA POSTAL

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Gracias por su participación

DATE/FECHA: 2/2/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Comment

The airport is very disruptive to
the environment. Maggie Breaker
The airport should just stay like it is because what's going
to happen is going to hurt the animals (wildlife). Lisa Stymes
Would kill many animals + plants (Christine Outumuro)
No I don't think its a good idea
to build a new airport because
it will the jet fuel will
pollute the environment.
The airport will be noisey and
disturb the wild life, ~~made also~~
could endanger the wild life ~~[illegible]~~
would hurt or kill alot of animals (Jessica [illegible])
The [illegible] airport
a [illegible] is polluted. [illegible]
[illegible]
Would be dangerous to the wildlife
This airport is a baddea
it will hurt animals
and people living around
there Lisa-Marie Bornal
This will be a [illegible]
attribute. This is the
Animals last [illegible]
Greg Yaine

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Young Friends of Everglades (Howard Drive)
ADDRESS/DIRECCIÓN: 7750 SW 136 St.
CITY/CIUDAD: Miami, FL 33156
STATE, ZIP CODE/ESTADO, ZONA POSTAL

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DATE/FECHA: 2/2/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Comment

Andrew DelRio
Gregg Steinman 4th 93 quarters Save the Everglades
Joshua Glyden 4th 9 We want aiguacion!

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Young Friends of Everglades (Howard Drive)
ADDRESS/DIRECCIÓN: 7750 SW 136 St
CITY/CIUDAD: Miami, FL 33156
STATE, ZIP CODE/ESTADO, ZONA POSTAL

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Gracias por su participación

DATE/FECHA:

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Jerry Clark III "There will be no fishing!"
Jessica Klein, save the environment
Melanie Hansen, Care for the animals! Save them.
Michele Shelington it will damage the environment
darlan

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: YOUNG FRIENDS OF THE EVERGLADES (Howard Drive)
ADDRESS/DIRECCIÓN: 7750 SW 136 ST
CITY/CIUDAD: MIAMI, FL 33156
STATE, ZIP CODE/ESTADO, ZONA POSTAL

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DATE/FECHA: 2-2-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Connie Washburn Teacher make an aquarium for the future!
Shelby Reyes 9 years old Save the Endangered animals!
Elizabeth Aitken 9 years old Save the Everglades!
Erase Calc.N.P.) 9 yrs old help the environment!
Olivia Alvarez Don't build space ports.
Nim Guirguis 9 years old Don't build Anymore airports!
Thomas Mesa 9 year old Please, help the enviroment
Eric Acuell 10 years old Build all four of the options
Samantha Bowen 9 years old Save the animals in the Everglades.
Brinnel Perez 10 and you should help the animals
Mikhel Sherma 9 years Don't timber anymore animals!
Daniel Ferro 9 years old Don't [illegible] for
Cinda-ann Schulberg 9 years old Save the ever glades
Franklin Q 9 years old Save the everglades
Elizabeth Arias 10 years old Save the animals!
Nand Gabshir 9 yr old wet land! wet land!
Natalie Giles 9 yr old Everglades or Neverglades
Jenifer Gebie 10 yr old Save your self and visit the aquarium today

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: YOUNG FRIENDS OF THE EVERGLADES
ADDRESS/DIRECCIÓN: 7750 SW 136 ST
CITY/CIUDAD: MIAMI, FL 33156
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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Arlington, VA 22209-2802
FAX: 703-696-8828

Natasha Schoultz 10 yrs. old Save the Everglades
Stephen Orsillo 10 yrs. old no airport

000093

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 02/02/2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I FAVOR ALTERNATIVE USE.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: ALAN NEWS II
ADDRESS/DIRECCIÓN: 7240 SW 130 ST
CITY/CIUDAD: MIAMI - 33156
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/2/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

HAVING JUST SPENT 2 BEAUTIFUL DAYS IN EVERGLADES CITY, CANOEING, WALKING AND BIKING I MUST SAY THAT THE AIRPORT CAN'IN NO WAY BENEFIT THE ENVIRONMENT. I CAN ONLY REFER TO ASIDE FROM MONETARY GAINS THE AIRPORT OFFERS NO GOOD TO THE RESIDENTS OF SOUTH FLORIDA. EVEN THOUGH AN AIRPORT IN THE CULLER HOOVER PROJECT YOU AND GO YOUR THE MILLIONS PLAN. IT IS THE LESSER OF THE EVILS BUT WILL DEFINITELY BE A GREATER IMPACT ON THE ENVIRONMENT.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Joel Walker
ADDRESS/DIRECCIÓN: 6905 SW 65 AVE
CITY/CIUDAD: MIAMI, FLA
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33143-3246

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Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/2/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I am opposed to the development of a commercial airport at Homestead Air Force Base. Biscayne National Park & Everglades National Park would be devastated from the noise & air pollution. These parks are already greatly stressed and would not withstand the impact of the proposed 53,000 commercial flights per year.

Oppose the development of a commercial airport at HAFB to protect these parks for future generations.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: MARY RUDISCH
ADDRESS/DIRECCIÓN: 14500 SW 111 ST
CITY/CIUDAD: MIAMI, FL 33186
STATE, ZIP CODE/ESTADO, ZONA POSTAL

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/2/2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I AM AGAINST USING HOMESTEAD AIRPORT AS A COMMERCIAL AIRPORT FOR TWO IMPORTANT REASONS.

1.) ECONIMICALLY IT WILL NOT PROVE TO BE FEASIBLE
a) COST OF IMPLEMENTING WILL EXCEED ANY FUTURE REVENUES BOTH SHORT TERM & LONG TERM - WILL END UP BEING LARGE BURDEN TO LOCAL TAX PAYERS Hidden cost of traffic/noise systems etc.
2) ENVIRONMENTAL IMPACT CAN BE CATASTROPHIC.
a) Fuel Spillage to Biscayne Aquifer can destroy local water resources
b) ~~Car~~ CRASH INTO TURKEY POINT POWER PLANT COULD MEAN END OF DADE COUNTY.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: David Rudisch
ADDRESS/DIRECCIÓN: 14500 SW 111 ST
CITY/CIUDAD: MIAMI, FL 33186
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33186

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Thank you for your input
Gracias por su participación

DATE/FECHA: Feb. 2, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

To open a commercial airport directly between the Everglades and Biscayne Nat'l Parks would be disastrous. Though I am aware that the airport would ~~each~~ provide many jobs and that a great deal of money (12 Billion) surely there is another way to provide employment without sacrificing two of our beautiful and final open areas of wilderness. This airport would be an incredible source of pollution into the already fragile and struggling Everglades, some 7 tons* of toxic pollutants per day not to mention the cleaning of protected lands and fuel/waste dumping. The noise is my personal concern as a human who enjoys greatly the Parks. The noise would be intolerable to both human and animal.
I pray ~~you~~ to that this airport does not go through. It is to great a price for even so much money to destroy our great lands.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

* see Supplemental Environmental Impact Statement

NAME/NOMBRE: Timothy Kunz
ADDRESS/DIRECCIÓN: 8310 SW 103 Ave
CITY/CIUDAD: Miami
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL, 33173

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Thank you for your input
Gracias por su participación

DATE/FECHA: Feb 2, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Homestead is a town proud of its agricultural heritage and its Military Base. When America went to war in Desert Storm, Homestead showed tremendous support for its Military residents mobilized for our nations cause. Homestead is proud of its proximity and guardianship of two National parks, Biscayne National Park and the Everglades.
To build a two runway airport on the Homestead Airbase land would destroy the nature of the City of Homestead, environmentally downgrade the parks and ~~[illegible]~~ downgrade the communities North of the park.
The airbase can be developed by competively bid industry openly chosen by the people of South Florida. The industrial development does Not have to be in conflict with its community.
As a forty-nine year resident (except for my service in Viet Nam) of South Florida, I've seen the environment destroyed by greed and poor planning. Now is the time to stop this absurdity.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Steven P Handsho
ADDRESS/DIRECCIÓN: 13243 SW 111 Terr #2
CITY/CIUDAD: Miami
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33186

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/2/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I just spent 3 days in the Everglades canoeing, hiking and enjoying the unique environment that only the Everglades offers. I do not believe the experience will be enhanced by jets flying over the park and pollution in many forms being leached into the air, soil and water. Money saved economy, job losses or relocating upset the tourist industry of this region. Some from the interest expressed by people from all over the world who have spent their vacations and were having money for lodging, food and guides to take them through the Everglades and the Keys. I don't think their experience will be enhanced by a noisy airport disturbing the peace and place of the Everglades. I feel I am not without some vision for the future of Homestead and the California proposal will offer jobs and bring in people to spend money locally. The sounds of the future without the whole jet industry and

(over)

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: JOANNE MARSIC
ADDRESS/DIRECCIÓN: 6901 SW 65th AVE
CITY/CIUDAD: MIAMI, FLA
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33143-3146

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airport will cause. Once we put up a behemoth like the airport and realize the harm it will do it will be too late!

000100

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/2/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

OPERATION OF A COMMERCIAL AIRPORT ON THE HOMESTEAD AFB PROPERTY WOULD RESULT IN AN ECOLOGICAL DISASTER FOR SOUTH MIAMI-DADE COUNTY. THE AMBIENCE WHICH WAS FOSTERED BY CREATION OF THE EVERGLADES NATIONAL PARK AND BISCAYNE MONUMENT WOULD BE DESTROYED BY AIRPORT OPERATION. THE SAME PERSONS WHO HAVE PROMOTED AND SUPPORTED THE MIAMI INTERNATIONAL AIRPORT AND ITS ACKNOWLEDGED INEPT, CORRUPT AND POLITICAL OPERATION FOR DECADES, NOW WISH TO REPLICATE THIS MONSTER IN SOUTH DADE.

HAFB CAN BE A TREMENDOUS ECONOMIC PLUS WITHOUT THE CONSEQUENCES OF AN AIRPORT. THIS REALLY ISN'T ABOUT JOBS. IT IS ABOUT THE BARONNES OF POWER. MIAMI-DADE COUNTY POLITICIANS (MOST) AND THEIR POLITICAL CONTRIBUTORS WOULD BE THE BENEFICIARIES OF AN AIRPORT - THE ENVIRONMENT, RESIDENTS, VISITORS AND FUTURE GENERATIONS WOULD BE THE LOSERS.

CONSIDER THAT WE ARE ALREADY SADDLED BY "MOUNT TRASHMORE" AND A NUCLEAR POWER PLANT IN THIS AREA AS SAFETY HAZARDS. (ALSO CONSIDER

(over)

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: R.W. HAYES
ADDRESS/DIRECCIÓN:
CITY/CIUDAD:
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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THE PERIL OF A NUCLEAR POWER PLANT NEXT TO THE AIRPORT).
ASK RESIDENTS LIVING NEAR TAMIAMI AIRPORT, MIA. OR THE BROWARD AIRPORTS THE EFFECT OF NOISE POLLUTION AND ENVIRONMENTAL DISTRESS ON THEIR NEIGHBORHOODS - THEY WOULD GIVE UP MUCH TO ELIMINATE "THEIR AIRPORTS" IF THAT WERE POSSIBLE.

CLEAN, DESIRABLE PUBLIC AND PRIVATE USE OF HAFB WOULD BE A LEGACY SOUTH FLORIDA COULD BE PROUD OF. THERE IS ONLY ONE CHANCE THAT WE HAVE TO ATTAIN THIS GOAL. IF THAT CHANCE IS LOST, IT IS LOST FOREVER.

000101

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2-2-2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

We do not inherit the earth from our ancestors but borrow the earth from our children
Chief Seattle
A Commercial airport will destroy our Everglades, destroy our water source we will destroy ourselves. There is an interdependency between nature and humanity it is a circle of life. We are our children's keepers, our nature, the animals' keepers.
We need to protect our Everglades, it's unique in the world, it's our children's heritage.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE:
ADDRESS/DIRECCIÓN:
CITY/CIUDAD:
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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Arlington, VA 22209-2802
FAX: 703-696-8828

FROM : JANE GENTILE-YOUD PHONE NO. : 305 829 5263 Feb. 02 2000 11:03PM P01

000103

20010 W. Oakmont Circle
Miami Lakes, Fl. 33015-2054
Tel. and fax: (305) 829-JANE
E-Mail: janemay@aol.com

Jane Gentile-Youd

Homestead SEIS, AFBCA/EX
1700 N. Moore Street, Suite 2300
Arlington, Va.

via facsimile to (703) 696-8828

REFERENCE: Homestead AirForce Revedelopment

Gentlemen:

Inasmuch as there are extensive rumors that Opa Locka Airport, located in the NorthWest section of Miami-Dade County, is a very potential 'alternative' sight for expansion if the Homestead redevelopment fails to pass we would like a meeting scheduled to discuss this issue in the Northwest Area of the county, which you have not as yet done. Three meetings are scheduled for this week; all locations are in the south end of Miami-Dade County. Input from the residents in the over-crowded North area of our county should be as valuable as other's opinion to you Many residents must use public transportation to attend such meetings; there will be many people who would like to address this important issue but whom cannot , unless you schedule a meeting in the North area.

The Northwest area has hundreds of thousands of citizens, thousands of homes, with virtually no open spaces We are already being deprived of open spaces to breathe with continual development of shopping centers and '0' lot-line homes, overcrowded schools. The quality of our air, therefore must at all costs be protected from any further pollution I support environmental efforts to save and protect our precious birds, fish and animals but not at the sacrifice of endangering and polluting mankind instead!

I am personally very very much in favor of Homestead expansion, but I am only one person. Please schedule a meeting in the North end of Miami-Dade County and above all, please do not for one minute ever consider expanding Opa Locka Airport. Protecting the safety and quality of human life must be top priority with no exceptions. I would appreciate a response at your very earliest convenience.

Most sincerely,

Jane Gentile-Youd

Member Miami-Dade Community Council #5
e-mail: JANEMAY@AOL.COM

000104

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2-2-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

To Whom it may Concern:
I have found the comments this evening very interesting. I moved to Florida 18 months ago from California. I moved to get away from overpopulated + polluted state. I wanted to retire where there was space + clean air. Building an extra airport in the state located right between the beautiful everglades + the National or State Park seems ridiculous to me, as I have always loved nature + the outdoors. I came here to enjoy the outdoor environment, walking on trails + camping with others with similar interests. I am a member of the Broward County Sierra Club and am concerned about the destruction of our states environment. I suggest that the AF base be converted + utilized as the Best + LARGEST Trade or Vocational School. Many students can be trained with "hands on experience + learning." on a day to day basis rather than the type of "learning"

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Nancy J. Saylor
ADDRESS/DIRECCIÓN: 1921 Discovery circle East
CITY/CIUDAD: Deerfield Beach,
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33442

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Thank you for your input
Gracias por su participación

DATE/FECHA: 02/03/2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I Firmely belive that there is enought Room at the Base Site to allow both projects to be developed and generated sufficient money to guarantee Enough amount of jobs being offered by both forts acting along and at any rate of the money can be put aside for the environment in case of any unexpected natural disaster may occur like Hurricane Louis Dowi etc that is known to affect the environment also this per cent can be use to protect or restore any damage that may be incurred do to Human development

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Luis P. Cruz
ADDRESS/DIRECCIÓN: 3085 N.W. 13 ST.
CITY/CIUDAD: Miami
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Florida 33125-1919

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Thank you for your input
Gracias por su participación

DATE/FECHA: Feb. 3, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I am against the proposed Homestead Airport. I dont think that it is conducive to the quality of life in South Florida. In addition to the increased noise it would cause in the flyover areas, there is also a lack of infrastructure in the area to support the expansion.
I think the area should be maintained as a federally protected area. A Conversion to a park like the scenario of the Presidio in California would be the most appropriate use of this property.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Janice Cacace
ADDRESS/DIRECCIÓN: 527 NE 57th St
CITY/CIUDAD: Miami
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL, 33137

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/3/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

YO SOY RETIRADO, PERO ME SIENTO CON MUCHOS DESEOS de SEGUIR TRABAJANDO, TODA MI VIDA, 42 AÑOS he VIVIDO EN HOMESTEAD, HE TRABAJADO EN EL CAMPO, ME SIENTO UTIL, QUIERO QUE MI FAMILIA MIS NIETOS CONSIGAN MEJORES OPORTUNIDADES DE VIDA

GRACIAS
Felipe Cruz

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: FELIPE CRUZ
ADDRESS/DIRECCIÓN: 411 NE 12 AVE
CITY/CIUDAD: MIAMI, FL
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33030

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AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

000108

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/3/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

LO SALUDO CON MIS MAS SINCEROS RESPETOS, POR FAVOR, PIENSEN TAMBIEN EN NOSOTROS LOS HUMANOS TENGO FAMILIARES QUE NO TIENEN TRABAJO Ó SI LO TIENEN RECIBEN UNA PAGA MUY BAJA. LES AGRADESCO DE TODO CORAZON QUE TOMEN UNA DECISION JUSTA, AMAMOS LOS ANIMALES SI, PERO NUESTROS NIÑOS NECESITAN UN BUEN FUTURO.

GRACIAS
[illegible]

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: RINA TALAVERA
ADDRESS/DIRECCIÓN: 22241 SW 97 ct
CITY/CIUDAD: MIAMI, FL
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33190

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/3/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

As a marina manager on Biscayne Bay for twelve years I can attest to the Bay's recreational value. A commercial airport beside Biscayne Bay is totally inappropriate. The serene and tranquil setting for boaters will be destroyed.

National Parks and commercial airports are not compatible. Can you imagine putting this proposed airport beside Yosemite NP or Yellowstone NP? Unthinkable!

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Doug Black
ADDRESS/DIRECCIÓN: 3050 Bird Ave.
CITY/CIUDAD: Miami, FL
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33133

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2-3-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

IF WE HAVE TO DEVELOP THIS AIRFIELD WE NEED TO THINK UTMOST ABOUT THE PARKS ADJACENT TO THIS FACILITY. TO BUILD AN AIRPORT WITH HEAVY USAGE AND ITS INHERENT NOISE & AIR & WATER POLLUTION WOULD BE A SIN IN. TO MUCH DEVELOPMENT HAS ALREADY DESTROYED MOST OF SOUTH FLORIDA'S NATURAL AREAS AND IS EVERY DAY COSTING US MORE & MORE IN TAXES TO SUPPORT THE INFRASTRUCTURE. IF WE WERE TO STOP ALL DEVELOPMENT TODAY, IT WOULD TAKE 20 YRS. OR MORE JUST TO CATCH UP WITH WHAT WE HAVE ALREADY DEVELOPED (ROAD, POLICE, FIRE, PARKS ETC.)
WE NEED TO THINK MORE ABOUT QUALITY OF LIFE AND LESS ABOUT QUANTITY TO BRING IN MORE QUALITY EMPLOYERS AND BRING BACK THE ONES THAT HAVE LEFT

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: DAVID VALENTINE
ADDRESS/DIRECCIÓN:
CITY/CIUDAD:
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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DATE/FECHA: 2/3/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I am a native of South Florida - I have watched lots of natural areas & parks be developed. We need to preserve what we have & not give in to greedy developers. Placing an airport between 2 parks already in peril due to too much pressure is ridiculous. Please consider not building this airport here between 2 beautiful parks & find another location — Your children will thank you — Once we lose our environmental space - it's gone forever -

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Helene Valentine
ADDRESS/DIRECCIÓN:
CITY/CIUDAD:
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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Written Comment Sheet - Hoja para Comentarios por Escrito
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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/3/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I am absolutely against the Air Base (being developed as a commercial Airport) in Homestead. There definitely would not be 30,000 Jobs generated by a commercial Airport.
what about all the Lime Groves being destroyed in Homestead, Florida City and South Dade which generates hundreds of Jobs in the Lime Groves by the Florida Agricultural dept.
A commercial Airport will destroy the Ambience of the Two National Parks which draw many tourists to Florida.
As the Homestead Air Force Base there were Not that many Airplanes Landing and Taking off at any one time as would be generated by a commercial Airport
Keep The commercial Airport out of Homestead Air Force Airbase

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Zelma St Lerey
ADDRESS/DIRECCIÓN: 200 S.W. 57 Ave
CITY/CIUDAD: Miami, [redacted]
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Florida 33138

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Written Comment Sheet - Hoja para Comentarios por Escrito
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Thank you for your input
Gracias por su participación

DATE/FECHA: 02-03-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

DESPUES DE ESCUCHAR LOS PLANTEAMIENTOS HECHOS A FAVOR Y EN CONTRA DE LA CONSTRUCCION DEL AEROPUERTO EN HOMESTEAD, DEFINITIVAMENTE, CONSIDERO QUE SERÁ DE GRAN BENEFICIO PARA EL CONDADO MIAMI DADE, YA QUE SE DESCONGESTIONARÍA EL AEROPUERTO DE MIAMI, ADEMÁS DE TAMBIEN MEJORANDO Y DEVOLVIENDO DESDE EL PUNTO DE VISTA ECONOMICO AL CONDADO MIAMI DADE.

CONSTRUCCION DEL AEROPUERTO EN HOMESTEAD... SI !!!!

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: MARISOEL OCHANCHUT.
ADDRESS/DIRECCIÓN: 6202 NW 201 St.
CITY/CIUDAD: CARol City,
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL. 33055.

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/3/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

THIS IS ANOTHER CONSPIRACY OF DIRTY POLITICIANS AND SHAMELESS LOBBYISTS, ONLY CONCERNED WITH POWER AND MONEY TO FAVOR SPECIAL INTEREST GROUPS AND POLITICAL CONTRIBUTORS! NEITHER COMMON PEOPLE PUBLIC HEALTH, ENVIRONMENT, ARE A CONCERN FOR CORPORATE GREED, POLLUTERS AND MISMANAGERS OF PUBLIC MONIES, ENVOLVING ALL AVIOCROTIC MONITORS AT LOCAL, STATE AND FEDERAL LEVELS.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: LUIS Z JANEIA
ADDRESS/DIRECCIÓN: 4750 SW 2nd ST
CITY/CIUDAD: MIAMI, FLA.
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33134-1444

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/3/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Hace Falta el Aeropuerto, por que son muchos Empleos que se van a Coral y se Aleja también el Ruido de los Aviones en la Ciudad. En mi casa no me dejan Dormir por las noche y lo Despiertan muy a menudo en la Madrugada.
En Casa de un Accidente Aereo es mejor que matan Animales y no Personas y Destruyan Casas. y Vidas Humanas y Deste Familias Enteras

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Alice Servello
ADDRESS/DIRECCIÓN: 742 N.W 135 CT
CITY/CIUDAD: MIAMI FLA 33182
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2.3.00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

What good are jobs if we have long problems from pollution? And wreck the ecosystem on which our lives depend? Is this the legacy we want to leave our children?

Re: Jobs — they can be made by the building of a golf course, aquarium + Resorts an alternative already "in the running." There are other alternatives that will benefit the larger community as well as Homestead. The Homestead Mayor wants jobs — is it tunnel vision, political interests of "insiders" or just the public be damned that focused on only using the base as a commercial airport?

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Rosemary Fisher
ADDRESS/DIRECCIÓN: 880 NE 69 ST #5N
CITY/CIUDAD: Miami
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33138

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2-3-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I am concerned that if this site is not an airport, the one-fourth Bassin of MIA will go to Broward County. Dade County needs the jobs and the income from an airport. What's the fuss? There has been an airport there for years, & we never heard of any damage to wild-life.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Mildred Terrell
ADDRESS/DIRECCIÓN: 8035 SW 13 Terrace
CITY/CIUDAD: Miami Fla 33144
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2.3.00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

No, No, No Airport

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Florence Vasquez
ADDRESS/DIRECCIÓN: 2000 N.E. 135th #311
CITY/CIUDAD: No. Miami FL
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33181

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/3/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I support the development of the Airport due to the fact that we need a secondary airport. It will be financed by private sector without taxpayers money. It will certainly create many jobs & all the environmental studies show that the impact to the environment is minimal. There is a direct need for a secondary airport to avoid the overcrowding of Miami International

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: John Beltran
ADDRESS/DIRECCIÓN: 12431 SW. 94th Ct
CITY/CIUDAD: Miami Fla
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33176

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/3/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

As a mother of a 6 month old baby girl, I am growing increasingly concerned about the destruction of our nations national parks and open spaces due to urban sprawl and over development. I want my daughter to be able to enjoy the most natural beauty of this country which includes, of course, the Florida Everglades. As a member of the Friends of the Everglades, I know first hand the damage already done to the Everglades water supply due to the numerous farming and sugar growing facilities located too close to the park. The Everglades does not need yet another outside source polluting the water and inflicting annoying and unnecessary noise. I believe we need to think about the long-term effects of our short sighted desire to create more jobs. You can never replace the birds, fish, and other wildlife that become extinct due to our continual urge to keep the economy growing. Airports come and go. Jobs can be created in a multitude of ways. Destroying the environment is permanent, unnecessary, selfish and short sighted. We are capable of coming up with other non-impactful ways to use the Naval Homestead Air Force base

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Elizabeth K. Hodges
ADDRESS/DIRECCIÓN:
CITY/CIUDAD:
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/3/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I am completely opposed to an airport in South Dade County. It will produce the usual development of land around it to support businesses affiliated to the airport needs. It will be a source of hazardous wastes to the groundwater even with the best of environmental controls — it happens. Check the Miami Int. Airport groundwater contamination. The noise factor for the neighboring communities will be intense. And there will be a pall of air pollution hanging over the whole operation

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Gwendys E. Scott
ADDRESS/DIRECCIÓN:
CITY/CIUDAD: Miami
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL

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Thank you for your input
Gracias por su participación

DATE/FECHA: 3-3-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

On behalf of my children, and my children's children we beg of you to keep the peace in the Everglades one of the worlds most sacred habitats left!! Do you really want to go down in history as the ones who killed the Everglades and the life that lives there?!! We need to keep some virgen forests in the world - soon there'll be close to none left. Respect Life!

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE:

ADDRESS/DIRECCIÓN:

CITY/CIUDAD:

STATE, ZIP CODE/ESTADO, ZONA POSTAL

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FAX: 703-696-8828

000123

Rosalie E. Leposky
2311 South Bayshore Drive
Miami, Florida 33133-4728
305-285-2200
releposky@aol.com

February 2, 2000

Mr. John J. Corradetti, Jr.
Acting Deputy Director
Department of the Air Force

Dear Sir,

Although I generally consider myself a strong supporter of conservation issues, on the subject of the future of Homestead Airforce Base I support Miami-Dade County's need for an additional commercial airport.

There are far worse locations that could be considered for a commercial airport. If after more than 50 years use as a Air Force Base there have been no major environmental upsets, I suspect with continued careful control, there is no reason the land in question could not continue in use as an airport.

Animals and bird life have long since adjusted to any noise that may come from the airport

The only possible area of concern to me related to continued aviation use of this space is rising sea levels. A quick glance at the Draft Supplemental Environmental Impact Statement does not mention the base's elevation above mean high tide or the condition of the base area's drainage.

Any longterm development of this land needs to consider these factors because of the slow but steadily rising tides, and the need in the near future to keep the Air Force base land drained. Attached is an article I wrote on this subject, "Global Warming Mean Rising Tides for South Florida" in *The WeeklySun November 27 - December 3, 1998.*

Thank you for considering my thoughts.

Sincerely,

Rosalie E. Leposky

Rosalie E. Leposky

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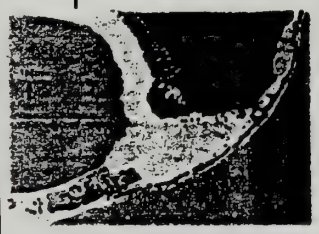
WeeklySun

trends & developments

Global Warming Means Rising Tides for South Florida

by Rosalie E. Leposky

A Category Two hurricane or even a bad storm that pounds a beach area for a day can cause major erosion.



After this month, delegates from 160 nations met in Buenos Aires, Argentina, to debate details of a global-warming treaty sponsored by the United Nations. If global warming is a reality, what will it mean to life in South Florida? Fewer winter cold fronts, perhaps, but first and foremost an increase in sea level as alpine glaciers and arctic icecaps melt, releasing their stored moisture into the oceans.

MORE EVIDENCE NEEDED

"The evidence that we are entering a stage of global warming is compelling but not convincing," says oceanographer Dennis A. Mayer, a senior scientist with the National Oceanic and Atmospheric Administration (NOAA) on Virginia Key.

"Climate as manifested by average air and sea surface temperatures has a very long time scale, with fluctuations from decades to a century or longer.

We could be at the rising part of a cycle that could take 50 years to peak. Evidence still is being accumulated."

SOME EVIDENCE

Mean high tides around the southern tip of Florida's coast from Naples to Miami Beach have been rising about a foot every 100 years for the last 5,000 years, but tidal records in Key West show an increase of about a foot in just the last 70 years.

"We have better records for Key West than other South Florida communities.

Some of Key West's records date back to the 1860s," says Dr. Harold R. Wanless, chairman of the University of Miami's department of geological sciences.

If this trend continues, higher tides and increased flooding associated with dramatic events such as hurricanes will bring costly environmental and economic changes.

A Category Two hurricane or even a bad storm that pounds a beach area for a day can cause major erosion.

INSURANCE AND DRINKING WATER

"High storm tides will more easily wash over the lowest areas in the Keys and on barrier islands, and regularly flood low-lying coastal areas. How long can we continue to afford to restore beaches?"

Wanless wonders.

"Flood-zone maps will have to be revised, and that higher flood risk translates into higher rates for flood insurance," adds Dr. Terry A. Nelsen, a NOAA marine geologist and senior research oceanographer.

"The South Florida Water Management District says that an 18-inch rise in sea level will make their whole gravity-based Everglades and coastal drainage system unworkable," notes Wanless.

"Most important, higher regular tides means more salt-water intrusion into the Biscayne and Florida aquifers, the source of South Florida's fresh drinking water."

MIGRATING MANGROVES

Higher regular tides in the red-mangrove zone are pushing the red mangroves to try to migrate to higher land, but much of that higher land now is blocked by seawalls and developments. Wanless notes that only a third of the 80,000 acres of mangrove swamps destroyed by Hurricane Andrew in 1992 will grow back as mangrove swamps.

The rest are being replaced by ponds and lagoons.

Meanwhile, coral formations in Biscayne and Florida bays are experiencing stress from changes in water quality associated with the increasing depth of the water, which leads to stronger wave agitation and tidal currents that bring higher levels of nutrients and organic materials.

000124

HOMESTEAD AIRFORCE BASE
PUBLIC HEARING ON ENVIRONMENTAL
IMPACT OF REDEVELOPMENT PLANS

February 3, 2000

COMMENTS BY Dwight A Kraai

- **IT DOES NOT MAKE SENSE TO DEVELOP THE HOMESTEAD AIR BASE INTO A COMMERCIAL AIRBASE TO SERVE AS A RELEIVER AIRPORT FOR THE MIAMI INTERNATIONAL AIRPORT.**
- **IF A RELIEVER AIRPORT IS NEEDED, USE THE FT. LAUDERDALE AIRPORT. IT ALREADY EXISTS. IT ACTUALLY IS AS CLOSE OR CLOSER TO MIAMI INTERNATIONAL AIRPORT THAN THE HOMESTEAD AIRBASE.**
- **ARE THE MIAMI-DADE POLITICALS SO PAROCHIAL THAT THEY CANNOT WORK WITH FT. LAUDERDALE AIRPORT?**
- **WORST OF ALL, THE EXISTING MIAMI-DADE MAYOR AND COUNTY COMMISSION CAN NOT EVEN RUN THE EXISTING MIAMI AIRPORT IN AN EFFICIENT AND HONEST MANNER. WHY GIVE THEM MORE OPPORTUNITIES TO MESS THINGS UP.**
- **I HAVE A BOAT, ENJOY TRIPS INTO Biscayne Bay. IT IS ABSOLUTELY WONDERFUL TO BE ABLE TO ANCHOR OFF OF ELLIOTT KEY AND OTHER BAY AREAS TO ENJOY A PEACEFUL, QUIET, MOONLIT SKY. THE NOISE FROM THE ARRIVAL AND DEPARTURE OF HUNDREDS OF AIRPLANES DAILY IS JUST PLAIN UNACCEPTABLE.**
- **THE "~~COLLIER~~" PLAN MAINTAINS THE EXISTING AIRPORT, PROVIDES AN ECONOMIC DEVELOPMENT, YET IS ENVIROMENTALLY MORE COMPLIANT. THE "~~COLLIER~~" PLAN SHOULD BE ACCEPTED.**

MIXED USE"

DWIGHT A. KRAAI
1900 SUNSET HARBOUR N., UNIT 1509; MIAMI BEACH, FL 33139-1491

000125

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/3/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I AM IN FAVOR OF THE AIRPORT AT HOMESTEAD. IT WILL PROVIDE JOBS AND WILL STIMULATE THE ECONOMY OF SOUTH FLORIDA AND SOUTH DADE IN PARTICULAR.
THE ENVIRONMENTAL CONCERNS MUST BE ADDRESSED AND HAVE BEEN TAKEN INTO CONSIDERATION DURING THE PRELIMINARY DESIGN, AND THESE CONCERNS WILL CONTINUE TO BE TAKEN IN CONSIDERATION DURING FINAL DESIGN AND FOR OPERATING RESULTS.

THE AIRPORT IS NEEDED AND SHOULD BE BUILT IN ACCORDANCE WITH THE PROJECT PRESENTED AND APPROVED BY MIAMI DADE COUNTY

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: LUIS R. SAINZ, JR
ADDRESS/DIRECCIÓN: 12824 SW 74th TERR.
CITY/CIUDAD: MIAMI
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL. 33183

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

000126

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2-3-00

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Mi opinion Referente a la Base es que necesitamos trabajo ya que esta comunidad necesita progresar y se ha demostrado que hacer el Airporte no perjudica en nada por lo tanto mi opinion es que se haga el Airporte

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: ARSENIO AGUILAR
ADDRESS/DIRECCIÓN: 7479 W 30 LN
CITY/CIUDAD: HIALEAH
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33018

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Gracias por su participación

DATE/FECHA: 2/3/2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

PRIMERO GRACIAS POR PODER OPINAR, YO ESTOY A FAVOR DEL AEROPUERTO POR LOS TRABAJOS QUE VA A PROVOCAR, NO SOLO EN EL AEROPUERTO SI NO, EN TODO EL SUR DE LA FLORIDA Y ADEMAS TIEMPO DEL ROATE DE LA FLORIDA TAMBIEN PORQUE LOS COMERCIOS TIENDAS Y VENDEDORES VAN A PODER OFRECER SUS SERVICIOS A ESTA COMUNIDAD..

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Jorge A. Mayan
ADDRESS/DIRECCIÓN: 853 E 31 St.
CITY/CIUDAD: Hialeah
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FLA - 33013

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000128

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/3/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

HEY, WHAT ABOUT OPA-LOCKA AIRPORT?
I- A Gratigny Expressway is directly south.
~~II~~- B- S.R. 826- Palmetto Expressway, within one mile to the West and North
C- I-95 / Florida Turpike - within two-three miles.
II- If ever an area needs redevelopment, it's in this N.W. Dade County Area.
A- Opa-Locka has higher unemployment than Homestead
B- A need for community pride.
C- A moral obligation to help a segment of the population where long been neglected.
D- To help reduce a troublesome crime rate.
III- All the arguements against Homestead.
IV- Opa-Locka meets the needs.
A- Runway long enough - 1- 8003 feet as opposed to Ft. Lauderdale 6000 feet.
B- Airport isolated enough from residences.
C- Most infrastructure in place or easily converted or built.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Ress, Lawrence
ADDRESS/DIRECCIÓN: 915 N.W. 1st Ave Suite 2513
CITY/CIUDAD: Miami
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Fls 33136

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AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

To destroy the natural integrity of Southern Miami-Dade County in persuit of the dollar, with a ready and waiting airport already in existance is an absolute moral disgrace. The region of land around Homestead is already either rural or close to it. A conversion back to its natural state would be easier if Homestead is replaced and mixed use nixed, the will of the people needed.

If the people of Homestead are in such dire straits, let them relocate into central and northern Miami Dade where they could assist in Opa-Locka's redevelopment.

I hope the decisions made are also influence free from the ethnic make-up of the community surrounding Opa-Locka, or, from what I believe, because of ~~by whom the vote~~ a Mr. Robinson (an African-American) who has a partnership of some sort with the operations of Opa-Locka Airport. Are they being frozen out?

I understand the need to have a ready access airport for the Air Force, due to the caliente (hot) relationship with Cuba, the proximity to the Panama Canal, and the loco Chavez in Venezuala. Also, a space port near Homestead would be better located populace wise than any other airport incase of an accident (over water for a launch). for this reason, keep a skelaton crew for the time being but keep developers or cargo OUT.

L Ress

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(2)

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Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/3/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Are the developers in such a rush to build because they are afraid if the people really understand what's happening the project will be halted? Are they worried a president with the will of a Teddy Roosevelt will declare the whole South Miami-Dade region an environmentally sensative, off-limits area to development?

This whole project stinks of backroom politics, deals made between developers and politicians who only care about money, no matter how it's gained.

I am so sick of these pro-developers, politicians, pontificating behind their so-called Righteous christianity, when, if they had any vision for what nature has given, they'd understand preservation is what God wants.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Ress, Lawrence
ADDRESS/DIRECCIÓN: 915 N.W. 1st Ave Suite 2513
CITY/CIUDAD: Miami
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Fla. 33136

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If people are concerned about jobs, let's get them to work rebuilding the environment back to its natural state. That's the kind of employment that will pay dividends for decades to come, not just lining the pockets of developers who could care little about future generations, only their own heirs.

Mixed use. Again, something that destroys the naturalness of the area. I love to play golf, but we need another course like I need another whole in the head.

L. Ress

000129

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Gracias por su participación

DATE/FECHA: 2/3/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

NOT ONLY Am I against more development in this area, I would like to see public funds being used to return the everglades to its pristine natural state. consider JOBS, environment, long term water clarity and cleanliness issues. Get the Army Corps of engineers and their concrete constructions out of the gorgeous filtering system that is the everglades.

NO Airport, no dual use. NO ACTION. the opposite -- Let's dig up the H.A.F.B. and replant indigenous species where the old runways were. In Peace,
Sincerely,
Miriam H. Oppenheimer

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Miriam Oppenheimer
ADDRESS/DIRECCIÓN: 7720 Tatum Waterway #4
CITY/CIUDAD: Miami Beach, Fl 33141
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33141

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EVERGLADES

000130

NATIONAL PARK.

AMERICAN ALLIGATOR.

BY:

DATE:

Florida Panther

Florida Black Bear

Grass Pink Orchid

Clam shell Orchid

Tree Snail

Butterfly

Birds of the Everglades

000131

Snowy egre

white ibis →

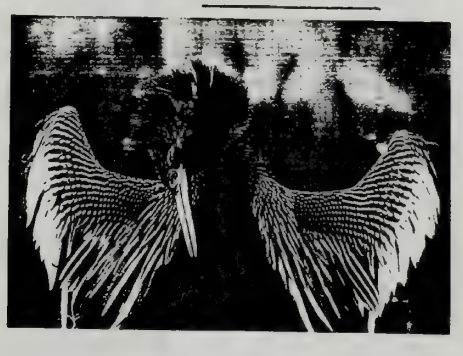
wood stork

Bald Eagle

White Crowned Pigeon

purple gallinule

anhinga

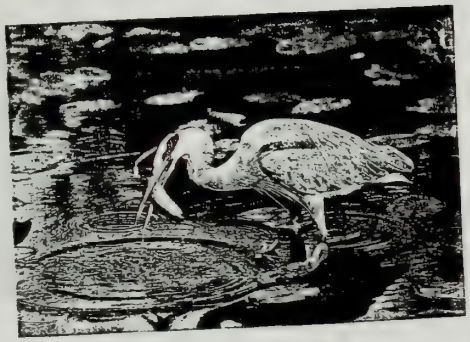


Brown Pelican

Snail Kite

Roseate Spoonbill

Great Blue Heron



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000133

LBA Latin Builders Association, Inc.

A RESOLUTION OF THE Latin Builders Assoc EXPRESSING SUPPORT FOR THE REDEVELOPMENT OF HOMESTEAD AIR FORCE AS HOMESTEAD REGIONAL AIRPORT IN ACCORDANCE WITH THE SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT FOR DISPOSAL OF PORTIONS OF THE FORMER HOMESTEAD AIR FORCE BASE, AS PREPARED BY THE DEPARTMENT OF THE AIR FORCE IN DECEMBER, 1999; PROVIDING FOR DISTRIBUTION OF RESOLUTION, PROVIDING FOR EFFECTIVE DATE.

WHEREAS, in August of 1992, Hurricane Andrew devastated the southern portion of Miami-Dade County; and

WHEREAS, one of the primary economic and employment centers destroyed by Hurricane Andrew was the Homestead Air force Base; and

WHEREAS, after Hurricane Andrew, Homestead Air Force Base was closed in the BRAC process and later redefined as a significantly reduced air reserve operation; and

WHEREAS, the United States Air Force and Federal Aviation Administration (the "FAA") have recently completed the Supplemental Environmental Impact Statement (the "SEIS") concerning disposal of the portions of the former Homestead Air Force Base (the "AFB"), dated December, 1999; and

WHEREAS, at the insistence of the Clinton Administration and various environmental organizations, the people of Homestead and South Miami-Dade County had been forced for several years to set aside all expectations of new jobs and economic recovery while both a Sensitivity Analysis (whose conclusions

782 N.W. LeJeune Road • Suite 450 • Miami, FL 33126 • TEL. (305) 446-5989 • Fax (305) 446-0901

2

were the same as the 1994 Final Environmental Impact Statement) and the SEIS were completed; and

WHEREAS, a unique opportunity presently exists to promote the economic recovery of southern Miami-Dade County by providing for the redevelopment of the former Homestead Air Force Base as a commercial airport; and

WHEREAS, this opportunity must be pursued without further delay; and

WHEREAS, the SEIS indicates that the use of surplus of the AFB for the development of a commercial airport, to be designated as Homestead Regional Airport, as proposed by Miami-Dade County, can be accomplished in a manner which is compatible with the environment; and

WHEREAS, it is also clear, as the SEIS indicates, that commercial air activity at the Homestead facility will not have "any significant impact on our national parks and/or their surroundings"; and

WHEREAS, the Homestead Regional Airport will generate thousands of new jobs and will facilitate the development of airport facilities and commercial and industrial enterprises; and

WHEREAS, the development of the Homestead Regional Airport will enable the southern Miami-Dade County community to make substantial progress in recovering from the devastating impact of Hurricane Andrew and the closure of Homestead Air Force Base; and

3

WHEREAS, the Homestead Regional Airport would provide scheduled air passenger services, as well as air freight, air cargo, and general aviation operations; and

WHEREAS, Miami-Dade County needs a second commercial airport and, as found in the SEIS, the only suitable site for a second airport is the former Homestead Air Force Base; and

WHEREAS, aviation services provided by Homestead Regional Airport would serve to provide much needed relief to Miami International Airport ("MIA") by serving as a reliever airport; and

WHEREAS, MIA would greatly benefit from a reliever airport to mitigate the heavy demand created by the growing quantity of international traffic; and

WHEREAS, the runway at Homestead Regional Airport can readily accommodate all types of aircraft in the civil fleet, and must, in any event, remain active in the future to meet U.S. Military and U.S. Customs needs; and

WHEREAS, the SEIS indicates that a commercial airport facility can be developed in a manner that respects our environment, while alleviating the long term planning problems of air capacity for Miami-Dade County, but more importantly, fulfilling the federal government's commitment made many years ago, to help revitalize our economy.

NOW, THEREFORE, IT IS HEREBY RESOLVED BY THE LBA Board of Directors **, AS FOLLOWS:**

Section 1: Recitals adopted. That each of the above stated recitals are hereby confirmed and adopted.

4

Section 2. Statement of Support. That the L.B.A. hereby expresses its strong support for the development of Homestead Regional Airport, in accordance with the proposal of Miami-Dade County, Florida, as evaluated in the SEIS of December, 1999.

Section 3. Request for Action. That the L.B.A. calls upon all interested parties to move forward with this essential project.

Section 4. Distribution of Resolution. That a copy of this resolution shall be distributed to the Honorable Albert Gore, Jr., the South Florida Congressional Delegation, the United States Air Force, the FAA, Miami-Dade County Board of County Commissioners, Mayor Alex Penelas of Miami-Dade County, Mayor Otis Wallace of Florida city, Mayor Steve Shiver of the City of Homestead, the County Manager of Miami-Dade County, the Director of MIA, the Miami-Dade County League of Cities, and to other interested parties as designated by the Chamber.

Section 5. That this Resolution shall be effective immediately from and after its adoption.

PASSED AND ADOPTED THIS 3 day of January, 2000.

Executive Vice President

ATTEST:

000134

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/3/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I am a native Miamian - I was born here in 1946. My parents used Homstead AF Base for everything as my father was retired military.
I do not want the Airport to take over Homstead AFB because it is so close to our beloved Everglades National Park + Biscayne Bay. I love the peace + quite surroundings that area - Airports are noisy + dirty by nature and not do like it next to our National Park. I am sure if enough heads were put together someone could come up with a much better plan for that huge space that would benefit all of us - We need to think about our future + all the mistakes made in the past - to learn from them. National Park must be protected even from us.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Cathy M. Stripling
ADDRESS/DIRECCIÓN: 6503 SW 52 Ter
CITY/CIUDAD: Miami
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33155

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000135

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2-9-00 AMS.

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

The Air Report was a good undertaking and well prepared. My only issue) this public hearing process is not a requirement under NEPA. The report does not highlight adverse impacts to the environment and does not disregard an Airport facility in Homestead. A commercial Airport comes in many sizes Regional, Cargo or Executive. Any size would drastically improve the economic dynamics in Homestead. And would further impact the environment. Concerns highlighted by citizens surrounding impacts do not address the impact to development like the Collier plan would bring. This plan too impacts water quality, roadways, sewer capacity and dilutes water use. It tolerates great amounts of impervious area. The buildout of such a plan seems to be close to 40yrs. What attraction would the surrounding use be to this new development? Would the homeless shelter remain? and how) consideration is this to the grand Collier Development.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Alicia M. Schreiber
ADDRESS/DIRECCIÓN: 9910 Sw 136th Street
CITY/CIUDAD: Miami, Fla
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33176

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000136

The Mission of Dinner Key by Dr. John G. Gifford - March 18 1934

64 Years ago...

Excerpt:

A Large percentage of our people have no use for the cheaper, flatter common forms of amusement. They want something recreational and educational, regardless of age. For that reason various places of unusual beauty and interest such as our national parks and monuments have become attractive to a large number of travelers. What therefore was designed as mainly preservational has become decidedly recreational and educational and in consequence at the same time financially profitable. The larger the number of preserved and protected beauty spots of interest the larger the number of tourists and also, of course, hotels and other means for their education and entertainment.

The so-called tourist business is no longer just a catering to the physical wants of the individual, it is a science of entertainment in which education as to things of interest becomes an attractive necessity for a large percentage of visitors. They are not all interested in races and night clubs. There is fortunately a large percentage interested in the natural history of the regions they visit.

Certain forms of entertainment you can produce and secure anywhere but interesting objects or natural formation or historical interest are local. Regardless of what may be said to the contrary, national parks are lures and essential adjuncts to travel. See American first has always been a good slogan in no better way can you lure and hold visitors than by rendering beauty and curiosity spots available to the newcomer.

Although the national park idea has preservation mainly in mind, recreation and education for the masses of our people are a close second. As time goes on the educational feature of our national parks grows until now the great majority of our park visitors not only enjoy it but are willing to pay for it.

Nancy Lee - for this reason I want to go with the Collier plan. It will not impact the parks at all. There will be no noise pollution and it will have less impact on the environment.

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Written Comment Sheet - Hoja para Comentarios por Escrito
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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/3/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

What do we want as a people? A people who love crypto, and want more jobs? We do not need any more economic growth, yes our population is growing and yes we need jobs for them but should we ever look over our earth, our home, our habitat? We can build an airport somewhere else where there is not such a big loss. There can be airports in many other locations. Besides we have many other air ports, MIA, and the training the airport by the forest is immoral. One million jobs could be available for a new airport, is it worth our water, our trees, our silence of nature, the sounds of the wildlife? No. The NPCA along with the Department of the Interior, asserts that the buffers are not sewage treatment systems and cannot possibly handle the volume of waste generated by a major commercial airport. This is a suprise that the US. President would support such a destruction of our wildlife. We need to become aware of our morals and put what is really important to us first: our wildlife.

Nicholas Robbeck

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Nicholas Robbeck
ADDRESS/DIRECCIÓN: 8011 SW 99 CT
CITY/CIUDAD: Miami
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Fl. 33173

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Gracias por su participación

DATE/FECHA: 2/3/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I OPPOSE THE BUILDING OF THE AIRPORT IN HOMESTEAD FOR THE FOLLOWING REASONS:
1- I AM A TEACHER WHO WORKS AT THE SOUTH DADE LABOR CAMP A FEW YARDS AWAY FROM THE AIR FORCE BASE. WHEN THE PLANES FLY OVERHEAD, I HAVE TO STOP TEACHING. I TEACH THE CHILDREN OF MIGRANT FARM WORKERS WHO LIVE IN THE CAMP. THE SCHOOL IS LOCATED AT THE CAMP. IF THE NOISE AND FREQUENCY OF THE FLIGHTS INCREASE, THERE WILL BE NO WAY TO CONDUCT CLASSES WITH BIG AIRPLANES FLYING OVERHEAD EVERY 5 MINUTES. THAT MEANS THIS WILL BE THE END OF THE SCHOOL FOR THIS CHILDREN.
2 ALSO I OPPOSE THE TURNING OF ALL THE FARMLAND IN HOMESTEAD INTO CEMENT TO SATISFY THE NEEDS OF THE AIRPORT.
3- ALSO THE CORRUPT POLITICIANS IN THE COUNTY, MIAMI'S, DON'T NEED ANOTHER GOLD MINE TO SUCK UP THE RESOURCES OF THE COUNTY. PLEASE DON'T GIVE THIS LAND TO THE COUNTY. (CONT.) →

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: LUIS GARRIDO
ADDRESS/DIRECCIÓN: 19601 CUTLER CT.
CITY/CIUDAD: MIAMI,
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FLORIDA 33189

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I support the proposal to give this land to the Collier Group.

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Thank you for your input
Gracias por su participación

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PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Dear SIRS
I can not understand how an institution as the Air Force can not make up their minds to give back the Homestead air base to the hands of the Homestenian instead of giving it to corrupt politicians who are only looking for the piece of pie. Give the base to the Homestenians for future generations to have & enjoy a healthy environment

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Maria Santizo
ADDRESS/DIRECCIÓN: 927 SE 13 Rd
CITY/CIUDAD: Homestead FL
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33031

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Gracias por su participación

DATE/FECHA: 2/3/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Muchas cosas van a decirse en Ingles, yo quiero dar mi opinion en Español.
Todo el Sur de la Florida comprende ecosistemas unicos en los Estados Unidos y en el Mundo que deben ser protegidos.
Los parques de Biscayne Bay y Everglades se encuentran actualmente bajo fuerte presion a causa del desproporcionado crecimiento de las areas vecinas y no deben ser sometidos a mayores presiones que indudablemente van a afectar el delicado equilibrio natural que tardó miles de años en establecerse.
Nuestros descendientes deben conocer el Sur de la Florida tal como lo vemos hoy, o menos, desde el punto de vista ambiental.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: GABRIEL BARCELO
ADDRESS/DIRECCIÓN: 1300 SW 17 AVE
CITY/CIUDAD: Miami ~~FL 33145~~
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33145

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Thank you for your input
Gracias por su participación

DATE/FECHA: 02/03/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

WE HAVE A UNIQUE OPPORTUNITY TO GIVE MOTHER NATURE A BREAK. SEEMINGLY ENDLESS SPRAWL CAN BE SLOWED. THESE OPPORTUNITIES DO NOT COME OFTEN. FINE USE CAN BE MADE OF HAFB. LOWER IMPACT USES CAN BE EASILY ADJUSTED TO GROWTH TO HOMESTEAD. ALTERNATIVE NON-FLY USE WILL DELIVER SERVICE ORIENTED JOBS BEST SUITED TO AVAILABLE UNEMPLOYED OR UNDER EMPLOYED.
HI-TECH JOBS AIRPORT ORIENTED WILL BE TAKEN BY OUT-OF-TOWNERS WITH TECHNICAL EXPERTISE REQUIRED TO SUPPORT AN AIRPORT.
WE NEED SERVICE ORIENTED DEVELOPMENT WHICH WILL EMPLOY THE LOCAL RANK AND FILE.
LETS KEEP THE ALUMINUM BIRDS AWAY FROM THE NATIONAL PARKS — PLEASE!

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Alan Nowell
ADDRESS/DIRECCIÓN: 7240 SW 130 ST
CITY/CIUDAD: MIAMI, FL 33156
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/3/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I oppose the airport proposal at Homestead Air Force Base. The other proposals, such as the multi-use facility and the Space Port are both more compatible with the two national parks and the National preserve, and both would provide much-needed jobs. The multi-use facility would replace the jobs lost by Hurricane Andrew at HAFB.
The thing I don't understand is why the ~~airpo~~ development of HAFB into an airport was never open to bids, but given to HABDI. The whole process reeks of corruption (not uncommon in Miami)
But the Air Force has an opportunity to do what's right for generations to come — protect our parks and provide jobs — with the multi-use facility. (It would, additionally provide an educational site and an aquarium (which I can't believe Miami doesn't have!)). It would provide many additional benefits to our community

We don't need another airport!

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Debbie Biambo
ADDRESS/DIRECCIÓN: 19601 Cutler Ct.
CITY/CIUDAD: Miami
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33189

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2.4.00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I SIMPLY STATED ONLY THE GOVERNMENT CAN PROTECT THE QUALITY OF LIVES OF FUTURE GENERATIONS. HOW SHORTSIGHTED TO JEOPARDIZE BISCAYNE PARK AND EVERGLADES PARK IN ~~THE~~ THE INTEREST OF DEVELOPMENT AND AT THE BEHEST OF A GROUP OF DEVELOPERS AND PROFITEERS WHO, WITHOUT THE FORMALITY OF BIDDING OR THE SCRUTINY OF DUE PROCEDURES AND PUBLIC INPUT AND IN ADVANCE OF ANY TRUE ASSESSMENT OF ITS IMPACT, HAVE TAKEN THIS LAND FROM PUBLIC USE — FOR SHAME!! I DONT KNOW WHAT IS MORE DAMAGING TO ~~US~~ US AS A CIVILIZED COMMUNITY: THE CORRUPTION OF THE PROCESS OR THE POLLUTION OF THE PARKS. PROBABLY THE POLLUTION OF THE PARKS ALTHOUGH IN NEITHER CASE IS THATTE REALLY AN EASY WAY BACK TO THE RIGHT PATH!

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: MARGOT S. BERNSTEIN, ESQ.
ADDRESS/DIRECCIÓN: P.O. BOX 144235
CITY/CIUDAD: CORAL GABLES FL
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33134

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Thank you for your input
Gracias por su participación

DATE/FECHA: 3 Feb 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

To live a happy life, we need the tonic of the wilderness. Though Dade County is largely covered with concrete and devoid of trees, there are some special places we can go to get away from it all: the National Parks. Putting an airport so close to these treasures would be degrading the most precious natural areas in south Florida, threatening the survival of many species already crowded by people and development.

There's a beautiful river for canoeing north of here, the Loxahatchee, in Jonathan Dickinson State Park. Winding one's way along the smaller streams, one is so disappointed to hear the continual buzzing and droning of model planes, greatly disturbing the tranquility of nature there. This airport would be a hundred times worse for the Everglades and Biscayne National Park. I AM OPPOSED!

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Suzanne Koptur
ADDRESS/DIRECCIÓN: 7641 SW 65 PL
CITY/CIUDAD: South Miami
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33143

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2-3-99

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I would like to say I'm in favor of the Homestead Airport Development Plan. I think the employment opportunities out weigh the possible of the ... possible risk in question. Homestead Airport Development is vital to the growth of Homestead who was so devastated by Andrew. And the loss of the Cleveland Indians spring training program (Baseball) the tax revenue alone could help finance an airport program. Once again I say yes.

Support the Homestead Draft SEIS.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Michael D. Ralph
ADDRESS/DIRECCIÓN: 8200 SW 210th Ap. 307
CITY/CIUDAD: Cutler Ridge Fla.
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Fla. 33189

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Thank you for your input
Gracias por su participación

DATE/FECHA: Feb 3 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

In favor of Dade County To Rp Bert Home Stead BASA

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Art Fernandez
ADDRESS/DIRECCIÓN: 16 57 Nw 17 Ave
CITY/CIUDAD: Miami - Dade County
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Fla. 33125.

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Thank you for your input
Gracias por su participación

DATE/FECHA: Feb 3, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I am in favor of developing Homestead air base as it will provide needed jobs and be a benefit to surrounding Homestead and community area.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Rocco Simpson
ADDRESS/DIRECCIÓN: 12311 SW 38 ST
CITY/CIUDAD: Miami Fla 33175
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2-3-2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I support the mixuse proposal. It represents a better solution to the employment situation in Homestead. Also it is less impact in the natural resources. The people of south Dade need to be in a place that is quiet. Also the tourist that come to this area will never come back. So not only the birds will go away, the "Snow birds", winter tourist, will not come back to this area. If they don't come the economy will also be afected.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Jorge H Acevedo
ADDRESS/DIRECCIÓN: 27110 SW 142 Ave
CITY/CIUDAD: Homestead
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33032-7586

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000149

HOMESTEAD AIRBASE REDEVELOPMENT PUBLIC HEARINGS
RENAISSANCE BALLROOM
FEBRUARY 3, 2000

Remarks by Robert D Cruz, Ph.D

Good evening members of the panel and the public, my name is Robert Cruz, I'm an economist and resident of Miami-Dade County.

Over the course of these public hearings you have heard many arguments in favor of the County's proposal.

- The development of a limited commercial airport will generate a large number of jobs and income in an area that is economically depressed and desperately waiting for economic revitalization.
- The county needs to build additional air transport capacity in order to keep its economy moving forward. Air transport is one the key industries that underpins much of the local economy – essential for international commerce and tourism.
- The development of a limited commercial airport at the site can be accomplished without severe damage to the natural environment, which we all treasure
- The conveyance of the property to the County will keep a public asset in the hands of the public. The proposed alternative converts a public asset into a private one and begs the question: What is the over-riding public interest that justifies such an unusual action?

Supporters of the alternative mixed use proposal – which is now a vaguely described combination of two previously competing proposals – want to suggest to you that the alternative proposal will have nearly the same economic impact with less environmental harm. The numbers that I've heard mention are simply the addition of impacts that were previously calculated separately. It is important to recognize, however, that the previously separate proposals cannot be simply overlaid one on top of the other – and the impact of the combined projects is much less than the sum of the previously separate projects.

Both of the alternative projects call for the use of essentially the same land area. I don't see how one can build moderate to high density housing on top of a golf course and luxury RV park; or buildings for industrial uses on top of open space. Of course this can't be done. How these two proposals are to be merged into one must be clearly articulated, because only then can one get a better handle on the expected economic impacts. It cannot be said, however, that the combined Collier/Hoover plan will generate nearly as many jobs as the County's plan.

Both the Collier and Hoover plans separately or jointly are not adequately supported by a study of market demand.

- The demand for residential housing at the site is not self evident – there is no shortage of residential space in the area because there are no employment centers or other attractors nearby
- There is no pressing demand for a golf course or an RV park in this area.
- Without a commercial airport there will be little demand for industrial space as envisioned in the alternative proposals.

In sum, I believe that it is very doubtful that the economic impacts claimed by the supporters of the alternative proposals will actually be realized In contrast, the need and market demand for a new limited commercial airport is well supported. I hope you will take these points into consideration as you make your final decision.

000150

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2-3-2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Please consider the quality of life issue in your deliberations. We in South Florida are sandwiched in a city between the ocean and a trackless wilderness. It is developed with homes and business continually from east to west. We have no big city parks or county parks when its time to "unwind" and get some R & R we have only Everglades National Park and agricultural land in south Dade. By developing the HAFB you invite the total urbanization of Dade County from Border to Border. You don't believe that the city, developed to the park border will not degrade its quality. We have no mountains to run to, no desert, no forest. Just the Everglades. Please leave it for us as it is, and deny the development of this airport.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Steven Siegel
ADDRESS/DIRECCIÓN: 1160 96th St #402
CITY/CIUDAD: Miami Beach, FL 33154
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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PLEASE SEND FINAL DRAFT.

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Gracias por su participación

DATE/FECHA: 2/3/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

ATTENTION DECISION MAKERS:
YOU HAVE THE OPPORTUNITY TO PROTECT THE WILDLIFE AND FLORA OF A PLACE & UNIQUE TO THE ENTIRE PLANET, FURTHERMORE YOU CAN SOMETHING FAR MORE IMPORTANT. YOU CAN LIMIT GROWTH OF MIAMI DADE COUNTY. THIS SEIS DOCUMENT SPEAKS ABOUT BULLDOZE. DADE COUNTY CAN NOT AFFORD MORE GROWTH OR MORE PERMANENT RESIDENTS. OUR FRESH GROUND WATER IS AT CRITICAL LEVELS NOW. SALT WATER INTRUSION IS CRITICAL. IF THE AIRFORCES GOAL IS "TO DISPOSE OF THIS SURPLUS PROPERTY IN A MANNER THAT SUPPORTS LOCAL COMMUNITY PLANS FOR ECONOMIC REVITALIZATION OF SOUTH FLORIDA AND PROTECTS BISCAYNE BAY AND THE NEARBY NATIONAL PARKS!! THEN YOU MUST ONLY APPROVE A MIXED USE PLAN. THE AIRPORT AS ENVISIONED BY POLITICIANS AND IN FACT REFERRED TO AS A "REGIONAL AIRPORT" DOES NOT MEET YOUR GOAL OF SUPPORTING LOCAL COMMUNITY.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: STEVE HAGEN
ADDRESS/DIRECCIÓN: 725 NE 73 ST
CITY/CIUDAD: MIAMI
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33138

I FAVOR THE HOOVER MIXED USE PLAN.

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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Please hand this form in or MAIL BEFORE March 7, 2000 to:
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Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

000152

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/3/2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I am against a commercial airport at H.A.F.B. The DSEIS states there's a potential for a fatal accident every 13 years. What if that accident involves a plane falling on Turkey Point? That is crazy. The Dade County gov. has no right to put Dade Co. residents at that risk. The unemployment rate in Homestead is only 5%. All jobs are a concern, the mixed use alternative also offers much employment opportunity, the jobs generated by the commercial airport could be filled by influx of other residents & not by locals. Initially there would be a takeoff or a landing every 2 minutes, according to the consultants at the DSEIS hearing. This is unacceptable & inconsistent with maintaining the health of the nearby national parks.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Eileen Alicea, Miami resident
ADDRESS/DIRECCIÓN:
CITY/CIUDAD:
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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Thank you for your input
Gracias por su participación

DATE/FECHA: FEB 3 - 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

ESTIMO QUE ES MUY IMPORTANTE PARA HOMSTEAD LA APERTURA DE LA BASE PUES DARA MUCHOS EMPLEOS Y ALIVIARA MUCHO EL TRANSITO AEREO Y LA CONGESTIO DEL MIAMI INTERNATIONAL AIRPORT

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: ABRAHAN LATRAS SR.
ADDRESS/DIRECCIÓN: 327 FALCON AVE
CITY/CIUDAD: MIAMI SPRING
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FLORIDA 33166

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Thank you for your input
Gracias por su participación

DATE/FECHA: 02-3-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Estoy a favor ~~de la base~~, porque traerá a la ciudad más empleo y mayor crecimiento a nuestra Ciudad

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Mercedes Latras
ADDRESS/DIRECCIÓN: 327 Falcon Ave
CITY/CIUDAD: Miami Springs
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33166

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/3/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I'm in favor of the Base

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Ana Latras
ADDRESS/DIRECCIÓN: 8753 NW 140 LN
CITY/CIUDAD: Miami
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33018

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/2/2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Estoy a favor de la base porque traerá a la ciudad más empleos y crecimiento

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: [illegible]
ADDRESS/DIRECCIÓN: 8753 NW 140 LN
CITY/CIUDAD: Miami FL 33018
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33018

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/3/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I AM IN FAVOR OF THE HOMESTEAD AIRPORT — IT IS A NECESSITY FOR THIS COUNTY.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: STEVE REININGER
ADDRESS/DIRECCIÓN: [redacted]
CITY/CIUDAD: MIAMI FLA.
STATE, ZIP CODE/ESTADO, ZONA POSTAL: [redacted]

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Thank you for your input
Gracias por su participación

DATE/FECHA: Feb. 3, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

the airport initiative for Homestead will result in an environmental disaster. The proximity of the airbase to Biscayne National Park and Everglades National Park would affect the wildlife in both of these unique parks. We need to draw the line now, to prevent the further degradation of the fragile environment of South Florida. Let us now preserve the precious and limited natural resources of our region for future generations. Once lost, they will never be regained.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Jo Beth Speyer
ADDRESS/DIRECCIÓN: 4917 S.W. 71 PL.
CITY/CIUDAD: Miami
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL, 33155

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000159

GOOD EVENING, MEMBERS OF THE AIRFORCE AND THE FAA

I'M KATY SORENSON, COUNTY COMMISSIONER FOR DISTRICT 8, REPRESENTING THE AREA FROM KENDALL TO HOMESTEAD

WE HAVE AN OPPORTUNITY TO CLOSE AN UNFORTUNATE CHAPTER OF SOUTH MIAMI-DADE COUNTY HISTORY AND HELP US BEGIN TO CREATE A BRIGHT NEW FUTURE OF ECONOMIC DEVELOPMENT, PROSPERITY AND THE BEST PROTECTION FOR OUR NATIONAL PARKS. WE CAN ASK THE PRESIDENT TO APPROVE THE COLLIER FAMILY'S PROPOSED SWAP OF MINERAL RIGHTS FOR LAND AT THE FORMER HOMESTEAD AIR FORCE BASE.

IN 1995, MIAMI-DADE COUNTY GRANTED A NO-BID LONG TERM LEASE TO HABDI, A GROUP OF DEVELOPERS, TO BUILD AN AIRPORT. I, AS ONE OF THE COMMISSIONERS OF SOUTH MIAMI-DADE, OPPOSED THIS VIGOROUSLY, BUT WAS OUTVOTED. HOWEVER, IT'S A NEW DAY.

THE COLLIER AND HOOVER FAMILIES (COLLIER OF COLLIER COUNTY AND LACEY HOOVER CHASE, GRANDDAUGHTER OF HERBERT HOOVER, WHO HELPED ESTABLISH BISCAYNE NATIONAL PARK) HAVE COLLABORATED TO DEVELOP A

FIRST CLASS GOLF COURSE/BUSINESS PARK WITH A HOTEL-RESORT, AN AQUARIUM/MARINE INSTITUTE AND LUXURY RV COMMUNITY. THE PLAN WILL CREATE MORE THAN 6800 JOBS INITIALLY AND MORE THAN 20,000 EVENTUALLY, MORE THAN REPLACING THE JOBS LOST AFTER HURRICANE ANDREW DESTROYED THE AIR BASE.

THE COLLIER-HOOVER PLAN OFFERS MANY ADVANTAGES. FIRST, IT IS COMPATIBLE WITH SOUTH MIAMI-DADE GOALS OF 1994: REDEVELOPING THE BASE, SUSTAINING AGRICULTURE AND EXPANDING TOURISM. IN CONTRAST, AN AIRPORT THREATENS AGRICULTURE BY PAVING THE WAY FOR INDUSTRIALIZATION AND URBAN SPRAWL THAT WOULD DEVOUR AVAILABLE FARM LAND, AND THREATENS TOURISM BY CREATING A NOISY, POLLUTING NEIGHBOR TO BISCAYNE NATIONAL PARK AND ITS WATER, VISITORS, AND FISHERPEOPLE. AND IMAGINE WHAT IT WOULD DO TO THE QUALITY OF OUR NEIGHBORHOODS AND RESIDENTIAL PROPERTY VALUES.

SECOND, THE COLLIER-HOOVER PLAN TAKES THE POLITICS OUT OF MIAMI-DADE COUNTY. THE COLLIERS HAVE PROPOSED SWAPPING THE LAND FOR MINERAL RIGHTS THEY OWN IN THE BIG CYPRESS NATIONAL PRESERVE. IF THE COLLIERS DO THE TRANSACTION AT THE FEDERAL LEVEL, THE COUNTY WILL HAVE NO CLAIM TO THE LAND OR OBLIGATION TO HABDI, ITS CHOSEN DEVELOPER. FURTHER, IT MAKES THE LAND TAXABLE PROPERTY FOR THE COUNTY.

MOREOVER, IT MUST BE POINTED OUT THAT THE REAL CHOICE IS NOT BETWEEN THE COLLIER-HOOVER PLAN AND AN AIRPORT. THE CHOICE IS RATHER BETWEEN THE GREEN PLAN OR A RED LIGHT. THAT'S BECAUSE THE ENVIRONMENTAL COMMUNITY IS READY, WILLING AND ABLE TO WAGE A PROTRACTED LEGAL BATTLE TO STOP AN AIRPORT. THAT WOULD MEAN THAT THE FORMER AIR BASE COULD GROW WEEDS AND COBWEBS-- NOT JOBS-- FOR ANOTHER DECADE. AND WHO WOULD HAVE TO INVEST IN LEGAL FEES TO FIGHT THIS WAR? THE TAXPAYERS OF MIAMI-DADE COUNTY. BECAUSE UNDER ITS CONTRACT, HABDI HAS NO OBLIGATION TO PAY A DIME. AND EVEN IF AN AIRPORT DOES EVENTUALLY OBTAIN APPROVAL AFTER YEARS OF LITIGATION, WHO WILL PAY FOR INFRASTRUCTURE, BUFFER LANDS AND ENVIRONMENTAL MITIGATION? AGAIN, THE TAXPAYERS OF MIAMI-DADE COUNTY. FINALLY, THERE IS NO EVIDENCE THAT ANY AIRLINES WILL EVER BE WILLING TO INVEST IN AN AIRPORT 25 MILES AWAY FROM THE MAIN AIRPORT. GIVEN ITS PROXIMITY TO MIAMI INTERNATIONAL AIRPORT AND OTHER MAJOR TRANSPORTATION HUBS, OPA-LOCKA IS CLEARLY BETTER SITUATED TO SERVE AS A RELIEVER AIRPORT TO MIAMI. THIS FACT WAS CLEARLY POINTED OUT IN A COUNTY STUDY CONDUCTED BY DAMES AND MOORE IN 1995.

IT HAS BEEN A LONG WAIT FOR THE CITIZENS OF SOUTH MIAMI-DADE TO ENJOY THE ECONOMIC PROSPERITY WE ENVISIONED LONG AGO. YET I HAVE NEVER FELT AS HOPEFUL ABOUT THE FATE OF THE AIR BASE AS I DO NOW. FOR YEARS, MANY RESIDENTS THOUGHT THEY'D HAVE TO GO ALONG WITH THE

HABDI PLAN BECAUSE THERE WAS NO ALTERNATIVE. NOW THERE IS ONE. THE COLLIER-HOOVER PLAN FOR THE REDEVELOPMENT OF HOMESTEAD AIR FORCE BASE MAKES ECONOMIC SENSE, ENVIRONMENTAL SENSE AND CAN HAPPEN FASTER THAN ANY OTHER OPTION. WE CAN ONLY HOPE THAT THE WHITE HOUSE, AND THE AIR FORCE, FAA, AND THE POWERS THAT BE, WILL SEE THE LOGIC AND CONVEY THE LAND QUICKLY TO THE COLLIER FAMILY SO THAT THE PEOPLE OF SOUTH MIAMI-DADE CAN GET ON WITH OUR FUTURE.

000160

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2-3-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I am IN FAVOR OF HOMESTEAD AIRPORT GOING BACK TO DADE COUNTY & REBUILDING AN AIRPORT BASE

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Wm DILLASHAW
ADDRESS/DIRECCIÓN: 11455 S.W. 43RD LN.
CITY/CIUDAD: MIAMI
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL. 33165

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Thank you for your input
Gracias por su participación

DATE/FECHA: FEB 3, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

YES BUILD AIRPORT

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: JOHN D KENNEY
ADDRESS/DIRECCIÓN: 1174 HERON HILL
CITY/CIUDAD: MIAMI SPRINGS
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FLA 33166

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Thank you for your input
Gracias por su participación

DATE/FECHA: 3/03/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I AM POSITIVELY IN FAVOR OF BUILDING AN AIRPORT IN HOMESTEAD FLORIDA

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Ki DAUPHIN
ADDRESS/DIRECCIÓN: 18701 BELVIEW DRIVE
CITY/CIUDAD: MIAMI
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FLORIDA 33157

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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Gracias por su participación

DATE/FECHA: 2-3-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

IN FAVOR OF REBUILDING Homestead AIRPORT

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Frank ALRURY
ADDRESS/DIRECCIÓN: 675 W 64DR
CITY/CIUDAD: Hialeah, Fla 33012
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/3/2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

In favor of building airport at Homstead A.F.B.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: CESAR RODRIGUEZ
ADDRESS/DIRECCIÓN: 5425 SW 77 CT.
CITY/CIUDAD: MIA
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FLA 33155

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2-3-2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

IN FAVOR OF Building Homestead AIR PORT

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Walter Griffitts
ADDRESS/DIRECCIÓN: 2505 N.W 108 Ter.
CITY/CIUDAD: Sunrise Fl.
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33322

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/3/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I'm for in favor of building airport real fast

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Charlie Pellin
ADDRESS/DIRECCIÓN: 10750 SW 42 Ter
CITY/CIUDAD: Miami, Fla
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33165

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000167

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/3/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I AM IN FAVOR OF Building HOMESTEAD AIRPORT

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Joseph J Prudhomme
ADDRESS/DIRECCIÓN: 598 W. 45 PL
CITY/CIUDAD: Hia Fla 33012
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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Se publicarán sus comentarios en el SEIS FINAL. Favor de no incluir su dirección personal si no desea que esta aparezca en el SEIS FINAL. El hecho de proporcionar esta información es considerado como su consentimiento para publicarla

Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

000168

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2-3-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE
IN FAVOR OF HOMESTEAD AIRPORT

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Lanny Patterson
ADDRESS/DIRECCIÓN: 5801 S.W 157 Terr
CITY/CIUDAD: Miami
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Fl 33157

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000169

Written Comment Sheet - Hoja para Comentarios por Escrito
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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/3/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE
IN FAVOR OF AIRPORT

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: EDWIN LIMA
ADDRESS/DIRECCIÓN: 650 NW 114 AVE #204
CITY/CIUDAD: MIAMI, FL
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FLORIDA, 33172

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000170

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: _____

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE
In favor of Building Dade County Air Port

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: ART DIAZ
ADDRESS/DIRECCIÓN: 2227 SW 57 Ct.
CITY/CIUDAD: MIAMI, FLA 3
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33155

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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000171

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/4/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE
In favor of Airport

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Dennis Gomez
ADDRESS/DIRECCIÓN: 1930 S.W 127 CT
CITY/CIUDAD: Miami
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FLA, 33175

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000172

Written Comment Sheet - Hoja para Comentarios por Escrito
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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/3/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I am in favor of rebuilding Homestead Airport.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Christopher A. Ward
ADDRESS/DIRECCIÓN: 29450 S.W. 202 Ave
CITY/CIUDAD: Homestead, Fl.
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33030

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

000173

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 3 Feb 00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I am in favor of the airport project.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: William S. Lattery
ADDRESS/DIRECCIÓN: 9352 Dominican St.
CITY/CIUDAD: Miami, Fla
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33189

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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Arlington, VA 22209-2802
FAX: 703-696-8828

000174

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2-3-2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

WE NEED THE JOBS BADLY PLEASE HELP US SUPPORT OUR FAMILIES

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: STEPHEN G. ROSEMAN SR.
ADDRESS/DIRECCIÓN: 14195 S.W. 87 ST B-315
CITY/CIUDAD: MIAMI
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33183

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

ID: FEB 03'00 14:25 No.007 P.02

000175

Mayor Shirley Freeman

FILED FOR RECORD
00 FEB -1 PM 3:21
DANNY L. KOLHAGE
CLK. CIRCUIT COURT
MONROE COUNTY, FL

RESOLUTION NO. 36 -2000

A RESOLUTION SUPPORTING THE DEVELOPMENT ALTERNATIVES OF THE HOMESTEAD AIR FORCE BASE OTHER THAN A COMMERCIAL AIRPORT

WHEREAS, the citizens of Monroe County enjoy an unique community character and are stewards of an unique and fragile environment;

WHEREAS, the unique character of the Keys, particularly the Upper Keys, can be substantially affected by land use decisions in southern Miami-Dade County;

WHEREAS, the use and enjoyment of Keys waters depends in large measure on the tranquillity and peace of those waters and the airspace over those waters;

WHEREAS, the fishing industry in the Keys, including guided flats-fishing, requires tranquil and peaceful waters to maintain its economic viability;

WHEREAS, the redevelopment of the former Homestead Air Force Base as a commercial airport would cause a significant increase in the frequency of jet flights, and thus incidents of noise intrusions, over the Upper Keys;

WHEREAS, the redevelopment of the former Homestead Air Force Base as a commercial airport would change land use patterns in south Miami Dade County, thereby creating adverse pressures on land use and the comprehensive plan in the Upper Keys;

WHEREAS, the redevelopment of the former Homestead Air Force Base as a commercial airport has the great potential to increase pollution in Biscayne Bay;

WHEREAS, the redevelopment of the former Homestead Air Force Base, an area subject to the same hurricane threats and potential evacuation orders as the Florida Keys, will add traffic congestion to the only artery available to evacuate Keys residents;

FEB 03 '00 14:58 PAGE.02

ID: FEB 03'00 14:26 No.007 P.03

WHEREAS, Monroe County depends upon the federal government to protect the interests of the Keys in the redevelopment of the former Homestead Air Force Base; now, therefore

BE IT RESOLVED THAT THE BOARD OF COUNTY COMMISSIONERS OF MONROE COUNTY, FLORIDA, supports the conveyance of the former Homestead Air Force Base for development alternatives other than a commercial airport.

BE IT FURTHER RESOLVED that the Us Air Force and FAA, in receiving public input on the Environmental Impact Study, conduct a public hearing in Key Largo to receive input on the impact of the proposed redevelopment, particularly in the areas of Growth Management and hurricane evacuation as well as environmental impacts.

PASSED AND ADOPTED by the Board of County Commissioners of Monroe County, Florida, at a regular meeting of said Board held on the 19th day of January, 2000.

Mayor Shirley Freeman	yes
Commissioner Wilhelmina Harvey	yes
Commissioner George Neugent	yes
Commissioner Mary Kay Reich	yes
Commissioner Nora Williams	yes

(SEAL)
Attest: DANNY L. KOLHAGE, Clerk

By Isabel C. De Santis
Deputy Clerk

BOARD OF COUNTY COMMISSIONERS
OF MONROE COUNTY, FLORIDA

By Shirley Freeman
Mayor/Chairperson

APPROVED AS TO FORM
AND LEGAL SUFFICIENCY
BY
ROBERT N.
DATE 1-20-00

jresivhofb

FEB 03 '00 14:50 PAGE.03

000176

THE FLORIDA LEGISLATURE

TONI JENNINGS
President of the Senate

JOHN THRASHER
Speaker of the House of Representatives

February 2, 2000

The Honorable Albert Gore
Vice President of the United States
1600 Pennsylvania Ave
Washington, D.C 20500

Dear Mr. Vice President:

This letter is in support of the proposal by Miami-Dade County to convert the Homestead Air Force Base into a new commercial airport. As you are aware, Miami-Dade's proposal has been the subject of thorough and comprehensive research. That research supports the expeditious adoption of this proposal

The most significant aspect of the development of the commercial airport is the economic opportunity that it will provide South Dade. Infrastructure development can encourage and strengthen long-term economic growth. Recent estimates suggest that the development of the commercial airport, at completion, would directly result in the creation of over 17,000 jobs. Additionally, it is projected that over 20,000 off-site jobs would sustain the commercial airport Overall, the commercial airport would provide a stable economic base for South Dade.

While continued economic growth is paramount, it is also necessary to analyze the environmental effects of the proposed development Over the last six years, several reports have been produced regarding the disposal of Homestead Air Force Base. Last December, the most comprehensive report, the Draft Supplemental Environmental Impact Statement (SEIS) was released Several findings in that report should be noted The Draft SEIS found that, overall, the development would have negligible or minimal environmental impacts. It is actually projected that with the mandatory implementation of the Surface Water Management Master Plan, the freshwater discharges into the Biscayne Bay will decrease 28% by 2015. Noise impacts on both national parks and the local community are so small that a noise management and mitigation plan will not be required

SENATE: SUITE 409, THE CAPITOL, 404 SOUTH MONROE STREET • TALLAHASSEE, FLORIDA 32399-1100 • TELEPHONE (850) 487-5229
HOUSE: SUITE 420, THE CAPITOL, 404 SOUTH MONROE STREET • TALLAHASSEE, FLORIDA 32399-1300 • TELEPHONE (850) 488-1450
Legislature's Website: http://www.leg.state.fl.us

February 1, 2000
Page 2

Given the fact that Miami-Dade County will require additional commercial airport capacity, the proposal to develop the Homestead Air Force Base offers the county an environmentally responsible way to meet that need and provide economic growth for South Dade It is our hope that the federal government will look favorably on the most expeditious adoption of this plan.

Very truly yours,

Toni Jennings
Senate President

John Thrasher
Speaker of the House of Representatives

000178

Homestead SEIS,AFBCA/EX
1700 North Moore Street, Suite 2300
Arlington, Va. 22209-2802

Steven Aderhold
PO Box 1135
Fallbrook, Ca. 92088

To Whom It Concerns,

I would like to comment on the proposed airport in Homestead, Florida. I have just read that the proposed airport would have one flight almost every minute, that would have quite an impact on the noise level in the surrounding area. I have lived around a few airports and they do get loud and bothersome. I understand that there is a national park nearby how is this noise going to effect the animals in the park plus on the campers. Now I sure do prefer it to be calm and quiet when I'm out camping. Everyone reacts differently to noise.

How is the proposed airport going to handle all the pollutants that are inherent in an airport; the air pollutants, the lead, and the other hazardous chemicals? Without a proper plan these pollutants will end up in the Everglades air, and into the waters of Biscayne Bay. Now I haven't seen the Bay but I have seen polluted water and it isn't anything that draws visitors. Plus once in the water the pollutants will also effect people because it will be in the drinking water, and the animals will also be effected the same way. There goes the fishing and the other wildlife in the area.

From what I have read even your own environmental impact statement concluded that this airport would have a devastating effect on the whole area. I am not sure why you are even asking for comments but this idea doesn't sound like a very good one. I would like to go on record as being against the proposed airport and would like to ask that it be stopped.

Respectfully,

Steven Aderhold

000179

NATHAN WYETH
4717 FALSTONE AVE
CHEVY CHASE, MD 20815

January 23, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street,
Suite 2300
Arlington VA 22209-2802

To whom it may concern:

I recently took a trip to the Everglades and Biscayne National Parks, and to get there I had to drive all the way through Florida. To tell you the truth, none of it looked very appealing to me until I got to the Everglades in the very Southwestern tip. Just about everything before that was Disneyworld and strip malls. That is why Everglade and Biscayne National Parks are so valuable — they are the only significant areas in southern Florida that is still wilderness — and that is why I vehemently oppose the idea of creating a large airport on the very doorstep of the park.

A new airport at Homestead AFB would mean one flight almost every minute, the parks would be filled with airplane noise, the airport would emit seven tons of toxic air pollutants every day into the pristine Everglades air, and lead and other hazardous chemicals would wash into the tropical waters of Biscayne Bay. This new airport would only lead to more development in an area that is already over-developed and has its resources stretched as thin as they can go. For every new housing development, that means less water can go to the Everglades, which are literally dying for water.

The rest of Florida is already covered in sprawl and development — please let the one place that has not remain in its nearly pristine state. Please do not go forward with the airport at Homestead, Florida, and help to keep our National Parks, our national treasures, clean and free from encroaching development. Thank you.

Sincerely,

Nathan Wyeth

cc: President Bill Clinton

000180

January 22, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore St. Suite 2300
Arlington VA 22209-2802

Ladies and Gentlemen,

I am writing this letter to urge you not to develop an airport in Homestead, Florida. Such a facility would have a tremendously damaging effect on two of this nation's greatest natural resources. Toxic chemicals and noise pollution that would be generated from an airport would cause irreparable damage to two distinctly fragile ecosystems as well as disturb many species of wildlife that inhabit The Everglades and Biscayne National Parks. Many of the species of wildlife that would be affected by an airport are presently on Endangered or Threatened species lists. It would simply be an irresponsible act for the Air Force to develop an Airport of any kind in the Homestead area. Please act responsibly and cancel your plans for the facility in Homestead, Florida.

Sincerely,

Marilyn E. Edlund

Marilyn Edlund
15005 S.E. 171st Street
Renton WA 98058

000181

January 22, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore St. Suite 2300
Arlington VA 22209-2802

Ladies and Gentlemen:

We are writing this letter to urge you not to develop an airport in Homestead, Florida. Such a facility would have a tremendously damaging effect on two of this nation's greatest natural resources. Toxic chemicals and noise pollution that would be generated from an airport would cause irreparable damage to two distinctly fragile ecosystems as well as disturb many species of wildlife that inhabit The Everglades and Biscayne National Parks. Many of the species of wildlife that would be affected by an airport are presently on Endangered or Threatened species lists. It would simply be an irresponsible act for the Air Force to develop an Airport of any kind in the Homestead area. Please act responsibly and cancel your plans for the facility in Homestead, Florida.

Sincerely,

Gerald and Carole M. Edlund

Gerry and Carole Edlund
15005 S.E. 171st Street
Renton WA 98058

000182

James Elliott Benjamin

511 11th Street
Brooklyn, NY 11215-4303
tel: (718) 369-4939
fax: (718) 369-2696
jamesben@mindspring.com

January 24, 2000

Air Force
Homestead SEIS, AFBCA/EX
1700 North Moore Street,
Suite 2300
Arlington VA 22209-2802.

To whom it may concern:

It has come to my attention that the ENS draft study of a proposed airport in Homestead, Florida, would have a devastating effect on adjacent Everglades and Biscayne National Park. With one flight almost every minute, the parks would be filled with airplane noise, the airport would emit seven tons of toxic air pollutants every day into the pristine Everglades air, and lead and other hazardous chemicals would wash into the tropical waters of Biscayne Bay.

As concerned citizens and taxpayers, we strongly object to this proposed airport and to anything that would do any more damage to the Everglades and Biscayne National Park. The effect of all of the toxic pollutants will adversely affect our lives and the lives of our loved ones.

Sincerely,

James Elliott Benjamin

000183

1650 Misty Dr
York Pa 17404
January 25, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore St
Suite 2300
Arlington, Virginia 22209-2802

Dear Air Force Personnel;

I would like to voice my opposition to the creation of a proposed airport in Homestead, Florida. Our National Parks are our only link to the natural world of centuries ago. If this airport is constructed and the amount of traffic meet projected goals, it would have a devastating effect on the environmental quality of the closest national park to the site, the Everglades. Your own draft environmental impact statement warned of this development. I ask you to please heed the warnings of your report and conclude that the construction of such an airport would serve more harm than good.

Thank you for your kind attention to my comments.

Sincerely,
Andrew Martin

000184

JAN 25, 2000

THIS IS TO ANNOUNCE MY AGREEMENT WITH THE AIRFORCE ENVIRONMENTAL IMPACT STATEMENT CONCLUSION OF THE POTENTIAL DEVASTATING EFFECTS ON ADJACENT EVERGLADES AND BISCAYNE NATIONAL PARK IF A PROPOSED AIRPORT AT HOMESTEAD IS ALLOWED.

I AM AGAINST THE RESULTING POLLUTION FROM AIRPORT DEVELOPMENT AND OPERATIONS AT THE EDGE OF OUR NATIONAL PARKS.

SINCERELY,
Gerald W. Wallace

000185

Jan. 21, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore St.
Suite 2300
Arlington, VA 22209-2802

Dear Administrator:

I fully believe that the proposed airport to be built in Homestead, FL would be severely damaging to the Everglades ecosystem. The Everglades are just beginning to recover from years of "channel control" which has depleted the water flow into the ecosystem. Why invite a daily "toxic rain" of air pollutants, noise, and stress on one of the most endangered areas in our national park system? I firmly oppose this misguided airport.

— Sincerely
Larry Little
3701 Dial Drive
Stone Mountain, GA 30083

000186

ROGER and LOIS BENJAMIN
7589 FAIRMONT CT
BOCA RATON, FL. 33496
561-451-1444

Air Force
Homestead SEIS, AFBCA/EX
1700 North Moore Street,
Suite 2300
Arlington VA 22209-2802

To Whom It May Concern

It has come to our attention that the ENS draft study of a proposed airport in Homestead, Florida, would have a devastating effect on adjacent Everglades and Biscayne National Park. With one flight almost every minute, the parks would be filled with airplane noise, the airport would emit seven tons of toxic air pollutants every day into the pristine Everglades air, and lead and other hazardous chemicals would wash into the tropical waters of Biscayne Bay

As concerned citizens and taxpayers, we strongly object to this proposed airport and to anything that would do any more damage to the Everglades and Biscayne National Park. The effect of all of the toxic pollutants will adversely affect our lives and the lives of our loved ones

Sincerely,
Lois Benjamin
Lois and Roger Benjamin

000187

M.K. BUHLER
Freelance Writer • Screenwriter
4321 Pompano Drive, S.E.
St. Petersburg, FL 33705
(727) 895-1468
(813) 460-0604

January 23, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street, Ste 2300
Arlington, VA 22209-2802.

To Whom it may Concern.

Your plan to build an airport at the edge of The Everglades National Park is a reckless endeavor This sensitive and vital part of Florida's environment needs a buffer zone without commercial development to maintain its essential ecosystems of plants and animals. This would be put into grave jeopardy by your plans Please look elsewhere for a location and first ascertain whether another airport here or anywhere is necessary.

Wilderness is a precious resource, today reduced to near extinction Environmentalists need to see careful forethought involved with any project that will reduce or damage existing wilderness areas As a member of Sierra Club and N P C A., I feel that your airport will do both. Once gone, even our federal Corps of Engineers won't be able to make the land right again We must think before we act. So must you Please re-think the justification for your plan.

Yours truly,
Melissa K. Buhler

000188

2684 Thornbrook Rd.
Ellicott City, MD 21042
January 22, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300,
Arlington VA 22209-2802

Dear Sir or Madam,

I am writing to urge you not to go through with your plans to build the proposed airport in Homestead, Florida, because I believe that such an airport would have devastating effects on the nearby Everglades and Biscayne National Parks With one flight almost every minute, the parks would be filled with airplane noise Also, the airport would emit seven tons of toxic air pollutants every day into the pristine air of the two parks, and hazardous chemicals such as lead would be washed into the tropical waters of Biscayne Bay

Everglades and Biscayne National Parks are already threatened by disrupted water flow, lost wetlands, increased water pollution, invasion of non-native species, shrinking habitat, and development. In recent years, the parks have experienced a ninety-percent decline in the wading bird population, and the habitats for the Florida panther, Cape Sable seaside sparrow, manatee, and other endangered wildlife are rapidly deteriorating. The development of the airport would only create more problems for this fragile area.

Thank you for your consideration of my views.

Sincerely,
Cathy Kunkel

000189

HERBERT S. SAFFIR, *Consulting Engineers* / 350 Sevilla Avenue, Suite 108, Coral Gables, Florida 33134 / Tel. (305) 444-2611

January 19, 2000

Hon. Carrie P. Meek
U.S. Representative
401 Cannon House Office Building
Washington, D.C. 20515

Dear Congresswoman Meeks:

Thank you for the current environmental reports on Homestead Air Force Base.

Final disposition of this base is extremely important to South Florida and will have a long-term effect on South Florida.

With best wishes,

Sincerely,
Herbert S. Saffir, P.E., F. ASCE

cc: Homestead SEIS
AFBCA/Ex
Arlington, VA 22209-2802

000190

Carole J Spellman
5482 Mayland Avenue
San Jose, CA 95138

January 24, 2000

Homestead SEIS
AFBCA/EX
1700 N Moore St #2300
Arlington, VA 22209-2802

Dear Sir/Madame,

I am writing to you to express my concern and dismay over the proposed new airport for the base at Homestead

Although I no longer live in my hometown of Miami Springs I am still active in speaking out for the welfare of the Everglades and Biscayne National Park These precious National Park lands have been inundated with humans and all that we bring with us: pollution, noise, need for more and more land and water – all to the detriment of the creatures that dwell there and, eventually to ourselves

South Florida is a "Mecca" for retirees but these people (coming still in droves and taking more and more wetlands for development) are not concerned with the long-term environmental impact of so many people and all that it entails. They have a 'short-timers' mentality!

You have an opportunity now to look at the big picture and plan for generations to come. Is the only alternative a bigger military airport? Please, take another look at it. Better yet, go to the Everglades and envision the impact your proposed airport will have

I pray for an awakening of conscience of all South Floridians that they begin to reassess their need for growth versus the need to nurture their environment – the very reason so many have moved down from Northern climes!

Thank you for your time and, please, look at other alternatives and look to the future of South Florida.

Respectfully,
Carole J Spellman

000191

Please do not OK the Homestead, Florida airport because it would affect the Everglades & Biscayne National Park with air, water and noise pollution – tons of toxic air pollution every day consumption almost one flight/minute. Thank you. Jan Thom

OAKLAND CA PM 2000

Homestead SEIS
AFBCA/EX
1700 North Moore St
Suite 2300
Arlington
VA 22209-2802

Ms. Jeanette King
4205 Colgate Way
Livermore, CA 94550-3414

000192

January 22, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington VA 22209-2802

We would like to comment on the Air Force's draft environmental impact statement concerning the proposed airport in Homestead, Florida.

We oppose the building of the airport because it would have a devastating impact on adjacent Everglades and Biscayne National Parks. Flights would move in and out of the airport of a rate of almost one per minute. The report indicates that the airport would emit seven tons of toxic air pollutants every day into the pristine Everglades air, lead and other hazardous chemicals would wash into the tropical waters of Biscayne Bay. Plus the parks would be filled with airplane noise

Based on the Air Force study, we do not see how relevant U. S government agencies could conscionably support the building of the proposed airport

Sincerely,

Lucretia A. Flammang

Scott DeShong
Lucretia A. Flammang
47 Lincoln Ave
Norwich CT 06360

000193

"Tidal View"
Clark Point Rd.
West Tremont, ME 04612-9702

January 22, 2000

SEIS, AFBCA/EX
Suite 2300
1700 North Moore Street
Arlington VA 22209-2802

To whom it may concern:

TOXIC AIRPORT PROPOSED FOR HOMESTEAD, FLORIDA, MUST BE GROUNDED NOW!

We understand that a U.S. Air Force draft environmental impact statement (EIS) has concluded that a proposed airport in Homestead, Florida, would have a devastating effect on adjacent Everglades and Biscayne National Park. With one flight almost every minute, the parks would be filled with airplane noise, the airport would emit seven tons of toxic air pollutants every day into the pristine Everglades air, and lead and other hazardous chemicals would wash into the tropical waters of Biscayne Bay! That's about as scary as it gets!

We want to go record as opposing this horrible plan. What a travesty it would be to have national park land subjected to overwhelming pollutants. Please don't let it happen!

Sincerely,

Bill & Marilyn Voorhies

Bill & Marilyn Voorhies

000194

To whom it may concern:

Building an airport adjacent to the Everglades and next to the Biscayne National Park is a terrible mistake. The impact that this airport will have on the surrounding area will be deadly. We need to continue keeping our parks safe and free from human intervention. Thank you.

Sincerely,

Joe Weichman
959 Princeton Street
Santa Monica, CA 90403

000195

January 23, 2000

Air Force

Homestead SEIS
AFBCA/EX,
1700 North Moore Street
Suite 2300, Arlington VA 22209-2802

To Whom it may concern.

We understand that the Air Force is accepting comments on the proposed plan to operate a new airport in Homestead, Florida. This airport would have a devastating effect on important parks in our national park system -- the Everglades and Biscayne National Parks. With one flight almost every minute, the parks would be filled with airplane noise, the airport would emit seven tons of toxic air pollutants every day into the pristine Everglades air, and lead and other hazardous chemicals would wash into the tropical waters of Biscayne Bay

We urge that this plan be abandoned to protect these important areas. Thank you for your attention to our comments.

Sincerely,

Lisa C. Price
29 Goodway Road
Jamaica Plain, MA 02130

Julie A. Brandlen
29 Goodway Road
Jamaica Plain, MA 02130

KUMAR VASWANI

000196

January 22, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street, Suite 2300
Arlington, VA 22209-2802

Dear Sir or Madam:

I am responding to your request for comments regarding the proposed airport at Homestead, Florida. Please enter this comment into the public record.

The Air Force's draft Environmental Impact Statement has concluded that the proposed facility would have a detrimental effect on Everglades and Biscayne National Park. The air in Everglades would be filled with airplane noise, as well as seven tons of toxic air pollutants every day Moreover, lead and other hazardous chemicals would end up in the waters of Biscayne Bay

These parks must be protected. The proposed airport would wreak devastation on these critical areas, and I request that you stop this project.

Sincerely yours,

Kumar Vaswani

P.O. BOX 15350, CHEVY CHASE, MARYLAND 20825

000197

January 13th 2000

attention: Please:
ASBCA- E.X

I am opposed to Commercial airport development, at former Homestead, Air Base - The pollution and noise a Commercial Airport would create would be intolerable.

A major concern, also, is this, Commercial Airport, would be located between the two most endangered National Parks in Country - not to mention the threat to citizens because of nuclear plant "Turkey Point" only 1 mile and half from proposed AirPort -

Thank you,
HARLENE MURPHY

Harlene Murphy
300
35303 - S.W. 180th Avenue
Florida City - Florida
(Homestead) 33034

000198

To whom it may concern:
Re to a commercial airport @ Homestead. Yes planes use to take off from there near the National parks but only a small fraction compared to the projected # of commercial planes. Employment can be brought up in other ways.
Rosemary Fisher 880 NE 69th #5N Miami FL 33138

000199

28 JAN. 2000.

CHRIS GOODNER
POB 1441
TAVERNIER, FL 33070.
305-852-8482
C-STUFF@TERRANOVA.NET

Dear Shirley Conroy.

Subject: proposed Homestead Airport.

I AM UNABLE TO MAKE FEB 1-2-3 meetings but wanted to let you KNOW I WANT NO PART of ANY Commercial Airport Located @ Homestead AFB.

REASON: 1. Least important — I DON'T WANT THE NOISE
2. Noise pollution, Air pollution over Sanctuary
3. Most Important; we the people of the Keys ARE going through MAJOR HOPS to comply with ~~Sanctuary~~ Sanctuary treatment, Fish conservation AND Life style changes, All in the NAME of SAVING OUR "NATIONAL TREASURE" called the "Keys". NOW here comes AN attack of AIRPLANES to make our efforts Moot.

Seems Down Right NON PRODUCTIVE.

CAPT CHRIS GOODNER
Chris Goodner

000200

Jan 27, 2000

Attn U.S. Air Force

Enclosed is an article from our local newspaper — we are in full agreement with everything that is printed in the article, and are concerned and very much against the proposed airport

We feel that the beauty and wonderful quality of the Key Largo and Homestead area will be very much affected — we live in the North Key Largo area and know that everyone here is against the proposal.

Sincerely
Marilyn and Dwight Thomson
3006 Barracuda Lane
N Key Largo, Fl 33037

305-367-2422

Everyone knows that birds and planes don't mix – that is, everyone but apparently the promoters of the proposed Homestead commercial airport. Large populations of birds, some endangered or threatened live around the Homestead base, including in nearby Biscayne National Park. But for how long? With the proposed airport, Biscayne Bay and other important habitat will become polluted from hazardous runoff and air emissions. There will be hundreds of overflights daily. According to government studies, the proposed airport also increases the chances of a bird strike resulting in a plane crash at Homestead by approximately ten times. Finally, according to information from the Nuclear Regulatory Commission, the proposed airport significantly increases the chance of a plane crashing into the nearby Turkey Point nuclear reactor. What's the solution? Get rid of the birds for get rid of the airport. If you want to get rid of the airport and get a better alternative for you and the wildlife, contact your elected representatives, the White House, and the Air Force before March 7, 2000.

000201

January 27, 2000

Gentlemen,

We are long-time environmentalists, senior citizens, and full-time residents of Florida who are concerned with the proposed Homestead commercial airport.

Wildlife and airplanes don't mix. Hikers and clean air enthusiasts don't mix with airport pollution.

Please stop the airport now.

Thank you.

Sincerely,
Judith and Al Bash

000202

Mr. William E. Edelson
1175 NE Miami Gardens Dr
Miami FL 33179

To whom it may concern and who determines and/or influences such.

I profoundly adjure you to reject the conversion of the former Homestead Air Force Base into a commercial Airport.

Its use as an airport would create considerable environmental damage to Florida and its wildlife.

Respectfully & Sincerely,
William E Edelson.

2000 Member
The Humane Society of the United States

000203

February 1, 2000

Homestead SEIS
AFBCA/EX
1700 N Moore St., Suite 2300
Arlington, Va. 22209-2809

Dear Sir,

I am writing concerning the future of Homestead Reserve Air Base. I live within 2-3 miles of the base's gate and have no desire to have a commercial airport located on this property The Air Force has always been a good neighbor I hope you continue to be such and consider what is in the best interest of the total community, not just the city of Homestead

I do not believe the proposal as presented by HABDI is an appropriate use of the base land A commercial airport is not in keeping with the agrarian and tourist character of the area Further,no matter the save guards, a commercial airport puts the national parks on either side at risk of adverse environmental impact. I also object to the manner in which HABDI obtained the "rights" to develop this property without a competitive bid process

A more suitable usage would be the development as an industrial park. This park could include high tech industries such as biomedical and electronics, entertainment complexes for film or music production, and/or information technology companies. This type of use would provide an economic boost to the locals via jobs (that actually paid a decent wage), and allow for the growth of additional businesses of various sizes.

Barring this type of development, I support the plan put forth by the Collier Family It is more in keeping with the character of the area, would provide economic growth, and would impact less adversely on the environment of the bordering parks.

Thank you for considering my comments.

Cheryl L Conrad
14501 SW 285 St.
Leisure City, FL 33033-1621
305-248-0475

Cheryl L Conrad

000204

10353 N. Kendall Drive
Condo BB-3
Miami, FL 33176-1626

January 27, 2000

U.S. Air Force
HOMESTEAD SEIR
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

Dear US Air Force:

Please do not make the former Homestead Air Force Base into a commercial airport as mentioned in THE MIAMI HERALD today.

I wish you and the President of the USA would see to it that the base is re-built. We live so close to CUBA and the way the Cubans are always dictating to us, it would be a very secure way to keep your eyes on CUBA. I feel they are going to take us over and they will. They want Miami to be Miami, Cuba. They are always flying the Cuban flag and always rioting for the least reason. They want to run this country and little by little they are doing just that, especially here in Miami, Florida.

I am a widow(of USAF Ret. Guy M. Webb)and he served 25 years in the Air Force and then 17 with the Federal Aviation Administration, Air Traffice Control. I really miss going to the base shopping and saving money. I am on a limited income and the base would mean an awful lot to me.

Please do everything you can to save HOMESTEAD AIR FORCE BASE and re-build it. Bring the big jets back here, I loved them and miss them. We do not need a commercial airport, we need the beautiful US Air Force!

Most sincerely,

Frances E. Webb

Frances E. Webb

000206

US Air Force
Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite2300
Arlington VA 22209-2802

28 January 2000

Sir;

As a retired USAF officer, a B-52 pilot, once stationed at Homestead AFB, now residing in the Homestead rural area, I am witness to the over development of a pristine semi-tropical area and the resulting decay and loss of wild-life habitat. Thirty years ago, on a nice day, when I took off from Homestead to the Northeast and looking down I would see thousands of sea birds over Biscayne Bay. The birds were startled at my over flight and other flights which came later.

We need to protect the wild life and habitat that is now here and limit , the best we can, the unnecessary development which can affect it. Please, no commercial airport

Thirty year ago in my yard I entertained wild life beyond belief. Gone today: my fox family, Bob-White family, Finches, Flickers, night hawks, gone are the beautiful tree snails the occasional Indigo snake and more Yes, hurricanes affect wild life and habitat; therefore we greedy humans must leave enough for wild life and habitat to survive. Remember, there aint no more.

Roy C. Blaha

Roy C. Blaha
LtCol USAF
Retired

000207

West Indian Manatees

STAY OUT OF HOMESTEAD
WE HERE IN SOUTH FLA
HAVE ENOUGH UN-WANTED
PROBLEMS - LEAVE OUR
NATURAL NATIONAL HERITAGE
LIKE IT IS - PLANES, BIRDS,
NUCLEAR PLANTS, CASTRO + CUBANS
ARE MORE ~~THAN WE~~ ~~CURRENT~~ OR NEED
~~EVERE NEDE~~

U.S AIRFORCE
HOMESTEAD SEIS
AFBCA/EX
1700 NORTH MOORE
STREET- SUITE
2300
ARLINGTON, VA
22209-2802

000208

Dear Air Force: 1/28/00

I hope that your will have the heart to recognize that the Everglades are a vital resource and the home to many species that have been decimated by man's abuse of this ecosystem.

There is no part of the natural world that has not been touched by air pollution, mercury, and habitat destruction. Can't we have more respect for the beleaguered Everglades? Why can't we respect the very ecosystems that give us fresh, clean water, and birds?

Diana M. Crumbling

Ms Donna M. Crumbling
10210 Colston Ct
Burke VA 22015

Heart. Hope.
Home.

000209

401 Parsons Drive
Syracuse, New York 13219
January 28, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington VA 22209-2802

Re: Oppose airport development threatening Everglades and Biscayne national parks.

The Everglades and Biscayne National Parks belong to all of us and to our future generations Please don't sacrifice them for the short-term potential benefits of an airport that will benefit only a few for only a few decades.

I oppose the Air Force's plan to transfer the former Homestead Air Reserve Base to Dade County for development into a major international airport

As the Air Force's recently completed Supplemental Environmental Impact Statement and other studies concerning the Homestead project show, this airport would have devastating consequences for adjacent Everglades and Biscayne national parks The Air Force study also concludes that alternatives to the airport, such as developing the site for mixed commercial and residential use, would have significantly less harmful consequences

The Air Force should follow the advice of Interior secretary Babbitt and EPA administrator Browner and the wishes of many, many Americans and abandon this airport development plan

Thank you for considering my comments

Yours truly,

Janet Allen

Janet Allen

000210

Dear sir/madam: 1-26-00

I'm writing to you to oppose the proposed Homestead Air Force Base airport. I do oppose it due to its unacceptable noise, sight, air + water pollution impacts on nearby Everglades National Park. There are better places for such installations, there is no other place for the Everglades.

Sincerely,

Mike Gelman

000211

January 27, 2000

Homestead SEIS
AFBCA/EX, 1700 North Moore St.
Suite 2300
Arlington, VA 22209-2802

Re: Proposed airport in Homestead

Gentlemen:

I am writing to express my concern over a proposed airport at Homestead. Environmental problems are already stressing the Everglades and Biscayne National Park.

The noise from so many flights would have an adverse effect on the wildlife. Toxic air pollutants would fall into the Everglades and hazardous chemicals would wash into Biscayne Bay. When we are in the process of trying to stabilize the Everglades, why build an airport which will have a devastating effect on these parks?

Please help protect these parks and resources by not approving the building of this airport.

Sincerely,

Mrs. Joyce Silvernail

Joyce B. Silvernail

000212

1-31-00

To whom it may concern.

I am writing to register my opposition to the development proposed for the Homestead Base. It will surely be detrimental to the fragile Everglades — a whole left at Risk.

Thank you

Mrs. Pelgan Norman
3740 Solana Road
Miami, Fl. 33133

Melissa Lynn Martin
1189-B Ashborough Drive / Marietta, Georgia 30067
770-427-7832/email melissa13@mindspring.com

January 31, 2000

000211

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington VA 22209-2802

I have often visited the southern Florida area for extended vacations and am writing you to tell you that I am vehemently opposed to the Air Force's plan to transfer the former Homestead Air Reserve Base to Dade County for development into a major international airport.

According to the Air Force's recently completed Supplemental Environmental Impact Statement and other studies concerning the Homestead project, this airport would have devastating consequences for adjacent Everglades and Biscayne national parks. The Air Force study also shows that alternatives to the airport, such as developing the site for mixed commercial and residential use, would have significantly less harmful consequences.

The Everglades, Biscayne Bay, and the Florida Keys are unique and treasured parts of America's natural history far too important to be sacrificed for an airport.

The Air Force should follow the advice of Interior secretary Babbitt and EPA administrator Browner and the wishes of many, many Americans and abandon this airport development plan.

Thank you for your attention to this matter.

Sincerely,

Melissa Martin

Melissa Martin

000219

7940 SW 124 St.
Pinecrest FL 33156-6052
January 31, 2000

Homestead SEIS, ABFCA/EX
1700 North Moore St. Suite 2300
Arlington, VA 22209-2802

Dear Sir or Madam

I OPPOSE CONVEYANCE OF THE FORMER HOMESTEAD AIR FORCE BASE PROPERTY FOR COMMERCIAL AVIATION OR SPACEPORT USES. SUCH USES WOULD RUIN BOTH EVERGLADES AND BISCAYNE NATIONAL PARKS.

THERE ARE TWO OTHER DEVELOPMENT PLANS FOR THIS PROPERTY WHICH WOULD PROVIDE JUST AS MANY JOBS AND WOULD NOT BLIGHT THE ENVIRONMENT.

Sincerely,

H. Eugene Wine

H. Eugene Wine

000222

MEMORANDUM

TO: ~~U.S. Air Force Homestead SEIS~~ AFBCA/EX
1700 N. Moore St. 5-2300
Arlington VA. 22209-2802

FROM: Michael & Diane Magaldi
8562 S.W. 208 St.
Miami, FL 33189

DATE: 1-31-00

SUBJECT: Unwanted or Needed Airport

MESSAGE

U.S. Air Force Homestead SEIS, To Whom It May Concern.
My wife and I have lived in the Cutler Ridge section of South Florida since September 1988 and we are against a commercial airport were the Homestead Air Force Base is for all the negitive reasons that are being talked about at this time in this area. Please do not let this go through as it is not needed in this area. There plenty of other areas that a lot less populated.

Very truly yours
Michael Magaldi Diane Magaldi

PLEASE REPLY BY _____ NO REPLY NECESSARY _____

Memorandum

January 31, 2000

000223

910 N. Audubon Drive
Homestead, Florida 33035

U S. Air Force
Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

To Whom It May Concern:

I oppose developing the Homestead Air Reserve Base as a commercial airport

A few weeks ago I camped with my Brownie Girl Scout troop at a park in central Miami near Miami International Airport It amazes me that anyone actually chooses to live near that constant noise. The noise was disruptive all day and all night. The thought of that sort of facility so near two National Parks is appalling to me.

I hope you seriously consider the alternative plan.

Sincerely,

Margarette V. Jones

Margarette V. Jones

000235

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

January 31, 2000

Dear Sirs:

I am writing to express my opposition to the Air Force's plan to transfer the former Homestead Air Reserve Base to Dade County for development into a major international airport.

As the Air Force's recently completed Supplemental Environmental Impact Statement and other studies concerning the Homestead project show, this airport would have devastating consequences for the adjacent Everglades and Biscayne national parks. The Air Force study also concludes that alternatives to the airport, such as developing the site for mixed commercial and residential use, would have significantly less harmful consequences.

The Everglades, Biscayne Bay, and the Florida Keys are unique and treasured parts of America's great natural history and as such are far too important to be sacrificed for an airport. Once these areas and their wildlife have been destroyed they cannot be replaced and America's natural heritage will be the poorer for it. The Air Force is an honored institution. It should act with wisdom and honor in preserving this nation's great natural heritage.

The Air Force should follow the advice of Interior Secretary Babbit and EPA Administrator Browner and the wishes of many, many Americans and abandon this airport development plan.

Sincerely,

Lyle E. Sykora
22-11 Lakewood Court
Lake Carroll, IL 61046-9942

CC: President William J. Clinton
Vice President Al Gore
Senator Richard Durbin
Senator Peter Fitzgerald
Congressman Lane Evans

000236

Gentlemen:

I beg of you to abandon all plans for using Homestead Air Base for any type of aviation-related use. This fragile area near Biscayne Bay needs to be protcted from any more environmental impact.

I am 87 years old, and appalled at what we in my lifetime have done to the only planet we inhabit. Surely some practile use of this land can be found that will not inflict pollution and other hazards on our South Florida ecosystem.

Sincerely,

Alice K. Badenell

Ms Alice K. Badenell
8513 SW 147th Pl
Miami, FL 33193

000237

P.O. Box 1472
Miami, FL 33035
February 1, 2000

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802

Dear Sir or Madam,

I write to protest the decision to approve a commercial airport at the Homestead Air Force Base. The newspaper reports alternate uses of the land being considered which appear to be better for the neighborhood than a commercial airport. In addition to the economic impact of new jobs, decision-makers need to think about the future benefits of development more compatible with the landscape.

I live under several of the proposed flight paths. The few air force jets still using the base regularly sweep the skies across my neighborhood making backyard conversation impossible The huge number of flights being talked about is nearly beyond comprehension. The noise and residual pollution of massive daily flights would lower the value of my property and negatively effact the quality of my family's life.

The proposed commercial airport is too close to two national parks Hiking in the everglades is regularly interrupted with the noise of high-flying jets. Its hard to imagine the noise of 650 take-offs and landings each day. I also question how the sound readings were taken for the environmental impact statement. Noise measurements should be taken both in front and from behind a landing jet to recognize the maximum impact. I think noise levels were minimized so abatement techniques would not have to be planned for a commercial airport.

Then there is the question of how the decision was made to award the airport property to a group of politically-connected developers. Were any other groups seriously considered? The developers aggressive political agenda came to light late last year when they attempted to circumvent the process with a trip to Washington for a quick pro-development decision. As an aside, I resent the mayor of Homestead trying to intimidate opponents of development with disparaging public comments about "environmental terrorists" and other threatening remarks.

For all these reasons, I urge you not to open the airbase to unrestricted commercial flights. Please consider alternate uses of this valuable land Thank you for your consideration of my comments.

Sincerely,

Larry Diehl

000238

DRY TORTUGAS NATIONAL PARK

Please the beauty and quiet of Everglades and Biscayne. National Parks are unique in the World (Not just Florida) and should be preserved and protected.

Please do not allow a commercial airport to be built in Homestead.

Elosse M Ratt
PO Box 6208
Key West, FL 33041

USAF
Homestead SEIS
AFBC A/EX
1700 N Moore Street
Suite 2300
Arlington VA
22209-2802

THIS AREA FOR OFFICIAL POSTAL USE ONLY

RECYCLED PAPER

January 31, 2000

000239

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington VA 22209-2802

To Whom It May Concern:

Please oppose the Air Force's plan to transfer the former Homestead Air Reserve Base to Dade County, Florida for development into a major international airport.

As the Air Force's recently completed Supplemental Environmental Impact Statement and other studies concerning the Homestead project amply document, this airport would have devastating cumulative adverse environmental impacts on adjacent Everglades and Biscayne National Parks. The Air Force study also concludes that alternatives to the airport, such as developing the site for mixed commercial and residential use, would have significantly less harmful consequences.

Under the National Environmental Policy Act (NEPA), the Air Force and all other federal agencies should implement such identified less-damaging alternatives. Otherwise, why have a detailed environmental review and public input process if the decision can ultimately ignore less-damaging alternatives?

The Everglades, Biscayne Bay, and the Florida Keys are "world-class" resources. They are treasured parts of America's natural history. They are priceless and irreplaceable. The national interest and the environment must not be sacrificed for an airport to appease regional commercial interests.

The Air Force should follow the advice of Interior Secretary Babbitt and EPA administrator Browner, and the wishes of many, many Americans, and abandon this airport development plan.

Thank you very much for your consideration.

Sincerely,

Richard Spotts
719 Orchard Lane
Ashland, WI 54806

000240

1/30/00

Air Force Liaison,

As a U.S. Citizen completely in awe of the Everglades habitat I am always frustrated and sad to hear of plans for human encroachment into area.

Please halt your plans to build an airport there!! Let me know if there is anything I can do to help prevent this. The ecosystem is losing species every year!

Thank you!

Guy Tillotson

GUY TILLOTSON

Mr. Guy S. Tillotson
576 Mirwyn Ave
Santa Rosa, CA 95404-2134

FROM: OCEAN REEF CLUB FAX NO.: 93053675949 02-02-00 19:11 P.01

000241

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/2/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I did attend the meeting on 2/1 at S. Miami high school I was frequently disgusted with every politician from all of the small communities voicing their opinion - specifically the "NOT IN MY BACKYARD" Syndrome

I moved to the Keys in 1991 to enjoy the pristine environment. I left an urban area and even the thought of driving to Miami gives me the chills

I am not a tree-hugger but very aware of the long term impact of an airport in Homestead on our environment. The South Dade community should think long term and forget about the immediate. The multi-purpose proposal should be implemented.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: WANDA K KIERSKI
ADDRESS/DIRECCIÓN: 70 SHORELAND DR.
CITY/CIUDAD: KEY LARGO, FL
STATE, ZIP CODE/ESTADO ZONA POSTAL: 33037

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

Se publicarán sus comentarios en el SEIS FINAL. Favor de no incluir su dirección personal si no desea que esta aparezca en el SEIS FINAL. El hecho de proporcionar esta información es considerado como su consentimiento para publicarla

Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

FEB-01-2000 20:35 OCEAN REEF COMM. FOUNDATI 305 367 3769 P.01/01

000242

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/1/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Attended last night's meeting in Homestead. Need more public input. I am sure the elected officials can get to you, and have gotten to you, prior to these meetings.

Why did we, the taxpayers, spend millions to buy land in this area to protect it daily to have this kind of commercialization destroy it?

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Sue Crisp
ADDRESS/DIRECCIÓN: P. O. Box 371592
CITY/CIUDAD: Key Largo
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33037

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

Se publicarán sus comentarios en el SEIS FINAL. Favor de no incluir su dirección personal si no desea que esta aparezca en el SEIS FINAL. El hecho de proporcionar esta información es considerado como su consentimiento para publicarla

Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

TOTAL P.01

FROM : BUNBUN FAX NO. : 4103630260 Feb. 02 2000 11:05AM P1

000243

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: February 2

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

My husband and I have lived in Key Largo for 18 years in the winter. We attended the meeting held at the high school in Homestead last night. We were disgusted at the chairman's performance. He promised to limit length of speakers' time - he failed. He promised anyone the right to speak - all we heard from were elected officials, many of whom lived MILES from Homestead. One point of view was repeatedly expressed by these wordy officials: "an airport will bring jobs" - nothing was said by them about the NOISE, SMELL and pollution of low paying jobs which would be generated, nor the length of time it would take to get this UNSUITABLE facility up and running. WE ARE NOT IN FAVOR OF TURNING THIS LAND INTO AN AIRPORT. RECREATIONAL USE would be much more appropriate, in addition to being more healthy - Combining additional tourist amenities with low & middle priced housing would create jobs immediately - listen to the people with lower level jobs - what do they say? They were not permitted to speak - I hope future meetings will permit the people to speak - This meeting was a shame - politics at its worst.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Nancy and Hom Welbouren
ADDRESS/DIRECCIÓN: 17 Anchor Drive # A
CITY/CIUDAD: Key Largo, FL. 33037
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL. 33037

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

I 000241

02/02/00

re: Homestead A.F.B.

I oppose using H.A.F.B. as a heavy Commercial airport for the simple reason it will Create noise and air pollution which will endanger and destroy the environment for hundred of miles of the surrounding area — The Fla. Keys and its waters, the Everglades, its animals, plants and Waters.

I live at Fisher Island

2

to the East and South of Miami International airport and for the last fourteen years I have experienced Air and noise pollution from the airplanes, landings but most of all, taking off over and near my home.

on several occasions I have seen planes dumping their fuel in anticipation of emer-

3

gencies which will

pollute even more than just normal operation -

We already have a "Closed" airport in the Everglades - off 8th Street West -

why dont we remember why it was Closed and follow that lesson in this Case?

I want you to remember that there is the Florida Keys to protect as well as the

4

National Parks!

Thank you!

James W. Bowling
5335 Fisher Island Dr.
Fisher Island, Fl.
33109

305-532-3124

P.S. you are welcome to come to my home to do a study to verify what I say.

B.

000245

Homestead SEEIS,AFBCA/EX
1700 N. Moore St.,Suite 2300
Arlington, Va. 22209-2809

RE: Homestead Air Force Base / Conversation.- 20yr. Area Resident's Comments

Dear Sir:
The Commercial Airport is not an option because of the impact on the environment.

Thanks

Kenneth Narbin
22950 SW 122 Pl.
Goulds, Fl 33170

000246

PETER FARAGO

HOMESTEAD SEIS
AFBCA/EX
1700N. MOORE ST. SUITE 2300
ARLINGTON VA. 22209-2809

FAX. 703-696-8828

TO WHOM IT MAY CONCERN:

THIS IS TO GO ON RECORD THAT THIS TAXPAYER WISHES TO EXPRESS STRENUOUS OBJECTIONS TO THE PROPOSED HOMESTEAD COMMERCIAL AIRPORT. THE FLIGHT PATH OF TAKEOFFS WOULD BE RIGHT OVER OUR HEADS AND THE NOISE POLLUTION WOULD CERTAINLY MAKE RESIDENCE HERE NOT ONLY UNPLEASANT,BUT WOULD PROBABLY REDUCE THE VALUE OF REAL ESTATE ON THE ISLAND.

WOULD THERE BE A SET ASIDE FUND TO COMPENSATE FOR SUCH REDUCTIONS IN VALUE??

IF THE REPRESENTATION OF DAILY EXHAUST POLLUTION IS CORRECT THE EVENTUAL OPERATIONS ON TWO RUNWAY WOULD PROBABLY MAKE A DEAD SEA OF ALL SURROUNDING WATERS RENDERING SHALLOW WATER SPORT FISHING A THING OF THE PAST..NO DOUBT COMPENSATION WILL BE DUE TO ALL THOSE (GUIDES,ACCOMMODATION PROVIDERS ETC.)WHO WILL BE ECONOMICALLY HURT BY THE RUINED RECREATION--FLORIDA'S NUMBER ONE REVENUE PRODUCER.

PETER FARAGO
445 GRAND BAY DRIVE;KEY BISACAYNE FL.33149
FAX;305-365-0225

000251

January 2000

U.S Air Force
Homestead SEIS
AFBCA / EX
1700 N Moore Street
Suite 2300
Arlington, VA 22209-2802

To whom it may concern.

I am a resident of S Florida and am writing to object against the planned Homestead commercial airport and in favor of one of the alternatives at Air Force public meetings. The destruction of the quality of life for people and the effect on the ecology of the area is ~~any~~ of major concern. Florida is already over developed and has catered to big business much too often. We need to preserve some sanity for those who live here.

thank you
nancy berg

000252

Whispering Pines
Lake Owners Association

February 2, 2000

Homestead SEIS
AFBCA/EX
1700 N. Moore Street
Suite 2300
Arlington, VA 22209-2809

Dear Sir / Madam:

This letter is being written on behalf of the 48 homeowners of the Whispering Pines Lake Owners Association (WPLOA). We are located within seven miles of the current Homestead Air Reserve Base. At our January 24, 2000 member meeting, the members of our association voted unanimously to strongly oppose the redevelopment proposal that calls for an airport. Our members also voted unanimously to support the mixed-use redevelopment proposal which, we believe, is the best approach to achieve the goals for the disposal of this property and which, we believe, will most positively affect the quality of life and economic revitalization issues of not only the immediate local community but also the surrounding communities that will be directly affected by the decision. As the goal is to economically revitalize the area while protecting the national parks, the airport proposal will fail because it (1) will not protect the national parks due to the air, noise, and land pollution that will occur to the areas surrounding the property (a large part of which happens to be national parks), and (2) could very well negatively affect the economics of the area by threatening tourism due to the above described pollution of the national parks. The mixed-use alternative would satisfy the stated goals by providing jobs and other economic growth without affecting the national parks.

Many of our members have been living in our community since the 1950's and have grown up with the unique beauty of the Everglades and of Biscayne National Park. We now wish to share the same unique, unspoiled beauty with our children and grandchildren, as well as continue to showcase it to our tourists. This simply will not happen with the airport proposal.

It would be a shame if this issue is decided based on politics. Rather, the constituents should be the decision makers in this very important decision.

Very truly yours,

Kevin J. Lockwood
President - WPLOA

000253

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: _____

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

The Collier-HOOVER PLAN has JOBS!
No one is trying to keep Homestead
from fully recovering from Hurricane
Andrew. They have suffering enough
BUT to destroy the ecology for
something for the immediate good
when the future will be damaged
SUFFICENTLY. There is a
solution. JOBS AND HELPING
Homestead, which is what
ALL of us WANT. Don't destroy
what can't be retomard,
ONLY GOD CAN DO this!

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: M/M RANDALL WILKIN
ADDRESS/DIRECCIÓN: 14 HARBOUR GREEN
CITY/CIUDAD: KEY LARGO ~~Flo~~
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FLORIDA 33037

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Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

000254

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/1/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Millions come to Florida to enjoy the clean air + water.
We have spent vast amounts of effort to create our
parks which will be changed by the noise and air
polution making them far less enjoyable. Our homes
will be far less valuable and enjoyable with the noise
and thousands of tons of used fuel covering them.
We feel that Opa Loca would be closer to the business's
which will be shipping and receiving freight in the Miami
area.
Please, don't destroy the beauty + quiet of our lovely
homes. Flight paths we have been shown certainly
will.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Maria + Harold Powell
ADDRESS/DIRECCIÓN: 35 Channel Cay Rd.
CITY/CIUDAD: Key Largo, FL 33037-5402
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

000255

January 31, 2000

TO WHOM IT MAY CONCERN:

I am writing to discourage the proposed airport in Homestead, FL. From what I have read, this airport would have a disastrous effect on the Everglades and Biscayne National Park. This information was stated in a draft environmental impact statement (completed by the Air Force). If it is already obvious that so much harm will be caused (noise pollution, air pollution and water pollution), I don't understand why this project is still being considered. I feel that there should be more research involved in this project, such as determining if the good points outweigh the bad. If it is deemed absolutely necessary, a site should be chosen that would not be so close to such wonderful attractions. Please take all actions to reconsider building this airport. We have already destroyed so much of our earth, we must use all efforts to survive in harmony with the planet. Thank you for your attention to this matter.

Sincerely yours,

Natasha Fogt

Natasha Fogt

000256

3330 SW Knollbrook Ave.
Corvallis, OR 97333
January 28, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington VA 22209-2802

CC President Clinton, Vice-president Gore

I am writing in opposition to the plan to turn over the land of the former Homestead Air Force base to Dade County for building an international airport. An airport there would have a severe environmental impact on Everglades National Park, polluting the air and water, harming the wildlife (with many more landings and takeoffs than the air base had), and leading to commercial and industrial development in adjacent areas.

The Everglades inside and outside the present-day park have already been hit hard by development. They are less than half of their original size and receive a significantly reduced water flow. We should not keep developing this part of south Florida and killing off the wild lands. The best thing to do with the Homestead land would be to make it a protected reserve, or perhaps even add it to the national park. A secondary choice would be for low-density residential development. This land is far too valuable to turn it into yet another industrial mega-development.

Sincerely,

David K. Mellinger

David K. Mellinger

000258

ALAN I. MISHAEL
2850 Sheridan Avenue
Miami Beach, Florida 33140

January 28, 2000

U. S. Air Force
Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

Re: Homestead

Dear Sir

We oppose the planned Homestead, Florida commercial airport. This further degradation of the Everglades ecosystem is unnecessary and merely an attempt by South Florida developers and politicians to enrich themselves at nature's expense. As a native Floridian, I have witnessed the timeless beauty of the Everglades being desecrated by sprawling and mindless development. It is time to draw the line. Moreover, allowing an airport in that particular location would create a catastrophic risk of a nuclear disaster for the following reason. The airport would be next to the Turkey Point nuclear reactor, and government studies establish that there would be a 1000% increase in the likelihood of air crashes in that vicinity due to birds being ingested by jets flying over the reactor.

The beauty of the Everglades is irreplaceable. This national heritage must not be sacrificed for the benefit of builders and their lobbyists.

Very truly yours,

Alan I. Mishael

AIM:ca

000259

Mary Claussen
2636 SE 20th Court
Homestead, FL 33035

2-3-2000

Dear Sirs:

My concerns about a Commercial Airport at HS AFB are:

1) Pollution - of our National Parks - noise
fuel gases, air
traffic - trucks etc to dispense the cargos

2) Danger of A Crash - With so many flights that will eventually be coming into the airport on a daily basis, I fear for our families and homes.

I recognize the fact that jobs are needed in this part of So. Florida but I feel there must be a better plan than a Commercial Airport - The folks here who are needy need better schools, job training, better housing - An airport isn't going to solve these problems.

There are many retirees here and many of us will not stay if an airport is developed. We do add an appreciable amount of monies to the economy in Homestead -

Please consider these points in making your decision -

Mary Claussen
2636 S.E. 20th Ct.
Homestead, Fla.
33035

000260

Henry Dymoza
850 Hillcrest Dr, Apt. 411
Hollywood, FL 33021

01/30/2000

U.S. Air Force:

Please - No Commercial Airport at Homestead AFB. Consider the adverse effects so near two of the Nation's most magnificent National Parks: the Everglades and Biscayne. Consider the noise, the airemission pollution, and how they can disturb the thousands of visitors, as well as the delicate bird population.

Has an environmental impact study been done? What does it conclude? Please use good science-based studies in your consideration of environmental effects.

Sincerely,
Henry Dymoza

Latin Builders Association, Inc.

000261

January 26, 2000

Ms. Shirley Curry
AFBCA External Affairs
1700 N Moore Street #2300
Arlington, VA 22209-2802

Re Supplemental Environmental Impact Statement (SEIS), Dec 1999 in regard to Disposal of Portions of the Former Homestead Air Force Base, Florida.

Dear Ms Curry

We are writing in support of the proposed action as described in the SEIS that would transfer portions of the Homestead Air Reserve Base to Miami-Dade County for use as a reliever airport for South Florida. As members of the South Florida community, we strongly endorse the proposed action that will provide the citizens of Miami-Dade County with such a valuable and viable asset for air transportation, development and economic growth while respecting the environment

Use of portions of the Homestead Air Reserve Base as a commercial airport will generate 38,000 good paying jobs and would provide over $1 billion in earnings for the County In a community that has still not completely recovered from the devastation of Hurricane Andrew, the potential for that kind of economic development cannot be disregarded Additionally, use of the Base as a commercial airport would meet the County's need for a second airport relieve some of the burden upon Miami International Airport Studies have shown what common sense has always revealed – that use of the Opa-Locka Airport as a reliever airport would not adequately address the County's needs

We trust that you will take our comments into consideration and move forward with the transfer to Miami-Dade County

Sincerely,

William J Delgado
Executive Vice President

WD/ay/jm36-00comment.ltr

782 N.W. LeJeune Road • Suite 450 • Miami, FL 33126 • TEL. (305) 446-5989 • Fax (305) 446-0901

000262

February 2, 2000

To Whom it May Concern,

I am opposed to the development of the former Homestead Air Force Base into a commercial airport

I have lived in Homestead for 37 years, and have been through all the changes, including hurricane Andrew. It has been a slow recovery process since that time I have been concerned and frustrated about local economics. I believe that a commercial airport would not only change the character of our quiet little community, but threaten our agriculture & tourist industries. I also feel certain that an airport of the size of the one proposed would not be compatable with our National parks

I would be agreeable to a mixed use plan, one such as the Collier-Hoover plan. I feel that the environmental impact would not be as great, it would be more compatable with what is already going on in our community, it would create a significant number of jobs, and would not create the type of urban sprawl that a commercial airport would.

Sincerely, Tom C Campbell
Homestead, FL

February 2, 2000

000263

Linda K. House
2550 Fairways Dr.
Homestead, Florida
33035

U. S. Air Force
Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, Virginia
22209-2802

To whom it may concern

My name is Linda House and I live in Homestead, Florida. Lately, we have a major controversy in our area regarding the possibility of putting in a commercial airport in order to handle some of the over-ride from Miami International Airport.

I am dramatically opposed for the following reasons:

- The noise would be outrageous for the homeowners. Homestead Air Force Base now is at a tolerable level with their amount of flights. The new airport proposed in Homestead would bring in approximately 240+ flight a years, presenting a totally unacceptable noise level.
- Florida is known for its Everglades, birds and other wild life. It is inconceivable to think of the negative impact a commercial airport would have on nature in this area. I believe Al Gore has worked hard promoting saving this very subject.
- Access is limited. We only have US-1 and the end of the Florida Turnpike. Not exactly handy!
- The "Collier" family have offered options to replace the idea of a commercial airport. They have proposed anything from a commercial part, a "Sea World" (or type as such), golf course and/or hotels. The Colliers seem willing to do whatever alternative would be most advantageous to this area and preserve the environment.

Linda K. House
Page 2

- The City claims a commercial airport would produce in excess of 4000 jobs and the Colliers ideas could only generate up to 2000 jobs. Two thousand jobs, plus saving the wild life and everglades (a major Florida attraction) seems like a far better deal, and not just for now, but our future.
- With a commercial airport in Homestead, like Chicago and other cities, it will just be a matter of time before acoustical contractors would have to be brought in to sound proof numerous homes - a very expensive ordeal.
- Turkey Point Nuclear Power Plant would be placed in a very vulnerable position. I can't think of a more dangerous prospect or major safety issue.

The City of Homestead has falsely represented issues in the past. They are great at listening to opposition, with a smile, from the people who live here, only to do what they wanted to do any way after the dust settles.

I hope that you and your staff will consider the negative impact on those who stayed, returned or started new after Hurricane Andrew to make Homestead their home town and not penalize them by destroying this great environment, not to mention our ears! So many of us did not give up on rebuilding Homestead. I ask that you not give up on us, as well.

There are other areas worth investigating for a commercial airport. Some have suggested Opa-locka. I urge you to help us as the City seems to have no regard for us or our well-fare. Clearly, the dollar is doing the talking AGAIN. But some where, some one has to think of the big picture down that long road. Some times progress isn't always tearing something down!

Thank you for your time reading this and your consideration.

Sincerely

Linda K. House

Linda K. House

DARLA TCHAKARIAN
1621 NW 13th Avenue
Homestead, FL 33030-2921
305-248-5632

000264

February 2, 2000

U.S. Air Force
Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22290-2802

To whom it may concern,

I am writing to you today about the proposed re-development of the former Homestead Air Force Base.

As a twenty year resident, **I am *opposed* to a commercial airport being developed at the former Air Base site.** I moved to Homestead because it was a quiet farming community, and because I enjoy waking up in the morning to the sound of songbirds. If a commercial airport were to be developed on this site, the beauty and tranquility of Homestead and south Miami-Dade county would forever be negatively impacted.

We, the people, were never given a voice in the "give-away" deal the county made to the politically connected HABDI group. This no-bid deal stunk from the get-go, and still does. The only people who really support this, are those who will profit from it financially. As a resident of Homestead, I have never once received a questionnaire/opinion poll asking how I would like to see the Airbase property used. Since a proposed one plane a minute will be flying over my house, I think it is only fair that my voice be heard.

I am *in favor of* the mixed-use proposal which would include an office park, golf courses and aquarium attraction. These uses would be more harmonious to the area and also the existing green space in the proposed site.

Miami-Dade county is famous for two things; it is grossly lacking greenspace and tree canopy, and it also has probably the most mis-managed airport in the *country*. We don't need another airport. We need clean air, tranquility, and greenspace.

Sincerely,

Darla Tchakarian

2/1/00

000265

801 N Venetian Dr
Apt 305
Miami, FL 33139

Homestead SEIS
AFBCA/EX
1700 N Moore ST
Suite 2300
Arlington, Va 22209-2809

To Whom it May Concern:

I oppose a commercial airport use of the former Homestead airbase. The environmental impact will be damaging to both Everglades and Biscayne National Parks. No recommendation made by the Air Force for environmental protection will protect the area from commercial development, if the airport is the final use. Hotels, businesses and parking lots will be built.

I enjoy walking in the Everglades. The silence is beautiful. Don't permit this to be spoiled by constant jet traffic.

Sincerely,
Howard Lubel

Bruce Lecuru
9830 SW 222 Terrace
Miami, FL 33190

000266

February 2, 2000

Homestead SEIS
AFBCA/EX
1700 N Moore Street
Suite 2300
Arlington, VA 22209-2809

Dear Air Force Decision Makers

I am VEHEMENTLY OPPOSED to the plan to turn the Homestead Airforce Reserve Base into a commercial airport

I bought a house in unincorporated South Dade County after Hurricane Andrew because the area was quiet, safe, and beautiful The quality of life was much better than the hussle and bussle of city life Building a commercial airport at the old Base would bring thousands of flights over my peaceful airspace and permanently disturb the serenity of a very quiet neighborhood Please do not allow this area to resemble the area that now surrounds Miami International Airport. The impact on the Biscayne National Park and the Everglades National Park also make this proposal too risky and environmentally unsound

I fully support the proposed alternative land swap for old and gas rights owned by Collier Resources Company A proposal for an environmentally friendly, job-producing golf-course resort and business center is a "win-win" for everyone involved

Sincerely,

Bruce Lecuru
A Concerned Taxpayer and Voting Citizen

000267

1-31-00

Homestead SEIS, AFBCAEX
1700 N. Moore Street
Suite 2300
Arlington, Va 22209, 2802

Gentlemen,

As a resident of Homestead I + my family are opposed to a Cargo Airport in our backyard. We moved to this quiet, farming town for that reason. Also the beautiful Birds + wildlife + Parks. Please do not ruin + pollute our City with a noisy Airport. There are other alternatives!

Sincerely
Mr. + Mrs Marvin Kerwood
600 SE 25 Lane
Homestead, Fl. 33033

000268

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: February 2d, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Herewith a me comments regarding the coversion of the Homestead Air Force base.

I have neea t ld that much of the smal cargo shipments are sent via passenger planes that close by airports can wel handle the traffic.

I invite you to become acquainted with the ENCA - Everglades Waters cance area innorth rn Minnesota which denies flights over the area to preserve the envurinment which is wild and unsettled to give people a chance to see the outdoors in solitude. Some of the area is closed to motor boat traffic as well. Constant noise is a great detriment to wildlife and it cannot survive if it is constant.

Many people who live in the proposed flight pattern will be forever hounded by the constant noise of planes landin and taking off and there is great exposure to accidents which are more critical to ha en on take off and landing proceadures.

T are in a alternative to make use of the present base and it will be od lasting use to a vast number of people, wil create jobs and as well as create wealth with different activities and will make for a larger tax base.

One must keep wel in mind when the environment is damaged to an extent as is very possible with an enlarged flying activity what is there now may never recover.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE

ADDRESS/DIRECCIÓN

CITY/CIUDAD FREDERICK BREWSTER 27 CARD SOUND ROAD KEY LARGO FL 33037

STATE, ZIP CODE/ESTADO, ZONA POSTAL

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AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

000269

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2-2-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I felt that the meeting was more of a political rally rather than one to get information we needed to know.

I am not in favor of an airport for commercial use. I live 4 miles north of the base runway which the base was used for the airforce for time, I did not affect as it was for the good of the entire nation. Dade County's tax revenue is a fed to upgrade of state. Dade County has taken the tourist mecca its going to be a commercial airport with 2 more runways - and too bad - too sad no choice, no voice to be heard.

I would embrace the plans for a tourist cleaner type of development, if not that - leave as is. I do not want the airport, the noise the fuel soot, etc. Property values will be affected, and I have lived here 28 years.

As for Homestead Hurricane problems - they have received in my area which was hardest hit - things are going slowly. We still need information - not politics.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE Sue A. Garland

ADDRESS/DIRECCIÓN 127-20 SW 255 Terr

CITY/CIUDAD Princeton

STATE, ZIP CODE/ESTADO, ZONA POSTAL Florida 33032-5967

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AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

000270

2/2/00
7061 SW. 46 St
Miami, FL 33155

TO: Homestead SEIS, AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, Va 22209-2809

RE: Homestead Air Force Base Redevelopment

Dear Sirs

I am a native of Miami-Dade County and have watched, with fascination, the political wars and tugs-of-wag in Miami-Dade all my life. This issue is one of the worst I've ever seen. I have followed it very closely and have been appalled by the blatant power grabs and cronyism. The question "What is best for Miami-Dade" was never asked nor considered.

I don't consider myself a racist. I marched for civil rights in the sixties. But the way certain blocs in the Cuban community have moved en masse to secure economic gain for themselves makes me feel like a racist. It's the fact that I live in a Cuban neighborhood and get along very well with my neighbors that brings me back to reality. I'm not a racist but I am angry over the way these blocs have behaved.

No real study of what is best for Miami-Dade County has ever been done. Possibly the airport at Opa Locka would be a better choice as a relief airport for this area. Opa Locka is a black community. There is almost zero Cuban control there. Therefore it wasn't considered. Opa Locka could certainly use the economic boost. And it's a lot closer to Miami. The cost of ground shipping from there would be less.

Among my Cuban friends, and other Hispanic friends, the concept of environmentalism is not well understood. I have had people tell me that environmentalism is a mask for racism. Because they can't conceive of a person genuinely supporting an environmental cause, it must be a mask for something else. The Cuban bloc seems to see environmentalism as a bunch of anti-Cuban racists hiding behind birds and trees. That's sad.

Miami-Dade County is one of the most unique environments on this planet. When I go out on trails in the Everglades I hear German, British accents, French and other languages. Foreign magazines advertise trips to the Everglades. Europeans understand what a unique environment we live in. We've never really capitalized on it. Some of us know what a treasure we have here. But we're a very small minority. Fighting for the environment is hard enough without being called a racist in the process.

I would like to see Homestead Air Force Base rebuilt in a way that helps the people of Homestead and the people of Miami-Dade County. I would like to see it rebuilt in a way that acknowledges our unique environment and the untapped economic gains that could be had by the proper use and proper commercialization of our unique spot on the planet. I would like to see more environmental education in the Spanish language. I would like to see an end to racist politics and pseudo-racist politics. I would like to see serious consideration given to Opa Locka Airport.

Miami-Dade County needs more than the average amount of federal intervention and control. At times it seems that we really aren't capable of governing ourselves. When HABDI can win a contract that guarantees 70 years of Hispanic control when, in fact, Hispanics are the majority and don't need protection - well, there's something wrong. That contract was pushed through without competitive bidding. Something's wrong.

The Everglades is a national treasure, not a local treasure. We need national help.

Yours truly,

Mary Ann Talmadge

Mary Ann Talmadge

000271

February 2, 2000

TO:
Homestead, S.E.I.S.
ASBCA/EX
7200 Moore St., Suite 2300
Arlington, VA 22209-2802

FROM:
Mrs. Jane Stocks
102 N.E. 108 St.
Miami Shores, FL 33161

Remembering how South Dade was over 50 years ago, I think we should look to containing what is left of the natural beauty we have here, rather than to infringe on it with a commercial airport.

While this type of growth may be needed, it may also kill that same area by adversely affecting the attributes that make this place so very lovely. I oppose extensive commercialization of the former Homestead Airforce Base. I think a more environment friendly growth can bring jobs, money, and assistance to South Dade.

Thank you for your consideration of my opinion.

Very truly yours,

Jane Stocks

000276

February 1, 2000

Homestead SEIS AFBCA/EX
1700 North Moore St.
Arlington, VA 22209-2802

To Whom It May Concern:

We agree with your environmental impact statement concluding that a proposed airport in Homestead, Florida would have a devastating effect on the adjacent Everglades and Biscayne National Parks. We strongly agree that the price of destroying this valuable treasure is far too great, and NO AIRPORT should be allowed. Please forward this letter to whoever the appropriate decision making authorities are to demonstrate that the concern for this area of the country to great, not just to those in the south Florida area, but to people all over the U S

Thank you for protecting our land, sea, and wildlife national treasures just as much as our citizens.

Sincerely,

Robert & Dee Leggett

Robert and Dee Leggett
PO Box 650
Great Falls, VA 22066

000277

February 1, 2000

Homestead SEIS, AFBCA/EX
1700 North Morre St.
Suite 2300
Arlington, VA 22209-2802

Dear Air Force.

I am writing to urge you to halt the planning of an airport in Homestead Florida. The draft environmental impact statement conducted by the U.S. Air Force concluded that the airport would have devastating effects on the Everglades and Biscayne National Park.

Please preserve the integrity of some of our nation's most valued national treasures Stop the development of this airport on the doorsteps of our national parks!

Sincerely,

Michael Risden
2100 Mecca Rd
Austin, TX 78733

000278

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/7/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I vehemently oppose Homestead Air Force Base being turned over to Metro-Dade County to be developed as a commercial airport. The noise pollution would be bad enough for operation. However, with our coral reefs already showing signs of distress, endangered key deer dwindling, nitrogen in the water, etc. the impact would be detrimental.

I have lived in the vicinity of Hartfield International and I know how it deteriorates Property Values as well as quality of life.

Please turn this over to the Collier-Hooper Sanctuary or leave it as a reserve base.

****** CONTINUE ON BACK FOR MORE SPACE ******
******CONTINÚE AL DORSO PARA MÁS ESPACIO******

NAME/NOMBRE: Evelyn + Murray Moss
ADDRESS/DIRECCION: 464 NW 23rd Street
CITY/CIUDAD: Homestead FL
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33030

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

Se publicarán sus comentarios en el SEIS FINAL. Favor de no incluir su dirección personal si no desea que esta aparezca en el SEIS FINAL. El hacho de proporcionar esta información se considerado como su consentimiento para publicarla

Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

FEB-03-2000 12:16 PM NARANJA LAKES CO 305 247 4085 P.02

000279

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: FEB 2, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

1. SUPPORT REFLECTS MUCH EFFORT; QUITE THOROUGH, WITH ONE EXCEPTION. THERE SHOULD BE A SEPARATE & DISTINCT "GRAYSON EXPRESS" "CONCETTA/INGRAHAM" IN THE "HENRY COMMODORE" AREA. THE LANDS IN QUESTION ARE IN THIS COMMUNITY (& NOT IN HOMESTEAD OR FLORIDA CITY. THIS ISSUE WAS MISINTERPRETED BY DISTRICT 9 COUNTY COMMISSIONER DENNIS MOSS IN HIS FEB 1 ORAL TESTIMONY AT THE PUBLIC HEARING.
2. NO HEARINGS WERE SCHEDULED IN THIS "MOST AFFECTED" COMMUNITY - ALTHOUGH KENDALL & LITTLE HAVANA IN MIAMI OFFER GIVEN DADE SCHOOLS BOARD. WHATEVER, NOTHING OUTS THE EXCESS PASSENGERS WILL IMPACT THIS COMMUNITY MOST - YET YOU MADE IT PHYSICALLY DIFFICULT FOR THEM TO PARTICIPATE. YOU ARE NOT THE FIRST TO SERVE THIS COMMUNITY HOWEVER. SOME FEEL THIS COMMUNITY IS IN ITS DEATH THROES.
3. YOUR FAVORABLE COMMENTS ABOUT THE COUNTY/HOMESTEAD PARTS CANNOT DIVORCE THEMSELVES FROM THE ISSUE OF "LAND GRAB". EXCHANGING OIL DOLLARS RENTS AN OUT PROPERTY FOR THE

**** CONTINUE ON BACK FOR MORE SPACE **** (SEE OTHER SIDE)
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: LEONARDO S. ANTONY
ADDRESS/DIRECCIÓN: 14120 NARANJA LAKES BLVD APT 114
CITY/CIUDAD: HOMESTEAD (MIAMI-DADE)
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FLORIDA 33032

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

RIGHT TO [illegible] (FROM 700ft) ACCESS AT THE FORMER HAFB HAS NO MERIT. THE "GIVE AWAY" WILL SURELY MAKE YOU PARTY TO THIS INJUSTICE AND A CORRECIPIENT OF A CONGRESSIONAL "GOLDEN FLEECE AWARD" IF IT HAPPENS. THE BEST ELEMENTS OF THEIR PLANS HAVE A BASIS IN WHAT THE COUNTY (MIAMI-DADE) INTENDS TO DEVELOP IN CONJUNCTION WITH THE CIVIL AIRPORT.

4. THE THREAT OF "TYING YOU UP IN COURT" AS RELATES TO THE MAVERICK "ENVIRONMENTAL TERRORIST-S" NOT GETTING THEIR WAY - IDENTIFIED IN COMMISSIONER SORENSON'S PRESENTATION IS NOT WORTHY OF CONCERN - OTHER THAN IT DEMONSTRATES TO WHAT EXTENT THE "TERRORISTS" HAVE IMPACTED THE POLITICAL PROCESS AND THE INAPPROPRIATE UNDUE INFLUENCES THE POLITICIANS) ACCEPT, ALL TOO TIMIDLY.

5. THE CITIZENRY (REPRESENTED BY THE COUNTY OR SOME OTHER ACCEPTABLE MUNICIPAL BODY) ARE ENTITLED TO THIS LAND.

6. THE MOST AFFECTED CITIZENRY HAVE BEEN TOO HARSHLY PERSECUTED BY DELAYING THE COUNTY'S RIGHT TO THE LAND AND ITS DEVELOPMENT THROUGH THE LEGALLY ADOPTED METHODOLOGIES ALREADY SET IN PLACE

— 30 —
JSM

Joseph Compel Jr.
6751 S W 38 St.
Miami, FL 33155-3726
(305)667-5288 Phone & Fax

000280

February 3, 2000

Homestead SEIS, AFRCA/EX
1700 N Moore St Suite 2300
Arlington VA 22209-2802

Fax (703)696-8828

To Whom It May Concern.

I oppose the plan to convert portions of the Homestead Air Force Base to a commercial airport While the economic devastation to the Homestead area from Hurricane Andrew is unfortunate, to environmentally destroy the area in the guise of job creation and urban sprawl would be tragic. The residents there only need to look north to see what will happen.

Although the Air Force had daily landings and take offs from Homestead during the base's life, the number was far fewer than will occur with a commercial airport. The noise and air pollution will be devastating to the ecology and wildlife at the two neighboring national treasures, Biscayne National Park and Everglades National Park. The damage will be compounded by the noise and emissions of countless trucks and cars servicing the facility. As the building of offices, warehouses, and homes results from the desire to be near such a commercial facility, pristine natural beauty and a rural agrarian lifestyle will be buried under more concrete and asphalt The increased traffic from a commercial airport will spread roadway congestion so typical of other parts of Dade County to this last tranquil portion of our area.

As a lifelong Miamian, I have witnessed countless sell outs by public officials of natural green areas and waterfronts to profit hungry builders acting in their own self interests. I would hate to see this happen to an area better used for eco-tourism or low scale resorts.

Sincerely,

Joseph Compel Jr

Joseph Compel Jr.

FEB 3 '00 12:41 ACCUMPTAX-COMPEL-TORRES FAX 305-667-5288 P. 1

FEB-02-00 [illegible] PM 1

000284

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 02-02-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

EN LA NOCHE DE AYER YO ASISTÍ AL MEETING EFECTUADO EN SOUTH DADE HIGH SCHOOL, PUDE DARME CUENTA DE ALGO MUY SINGULAR, MAS DE UN 90% DE LOS PARTICIPANTES EN CONTRA DE LA CONSTRUCCIÓN DEL AIRPORT EN HOMESTEAD SON PERSONAS RETIRADAS, ¿QUE IMPORTANCIA TIENE PARA ELLOS QUE ESTA CONSTRUCCIÓN GENERE UNA GRAN CANTIDAD DE MILES DE TRABAJOS QUE TRAIGA PROSPERIDAD Y DESARROLLO PARA NUESTRO CONDADO MIAMI DADE? ESTAS PERSONAS TIENEN SU VIDA HECHA Y VAN DE RETIRADAS...
POR TANTO EN MI NOMBRE Y EL DE MI FAMILIA, ESTOY A FAVOR DE QUE SE CONSTRUYA ESTE AEROPUERTO.
GRACIAS

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: MARISOL OETANGUAY.
ADDRESS/DIRECCIÓN: 4402 NW 201 ST.
CITY/CIUDAD: OPA LOCKA CITY
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL. 33055.

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

Darlene Melcon
9770 S.W. 159 St.
Miami, Fl. 33157

000285

03 Feb. 2000

U. S. Air Force
Homestead SEIS
AFBCA/EX
1700 North Moore St.
Suite 2300
Arlington, Va
22209-2802

To Whom It May Concern.

Please be assured that most of us do NOT want the old Homestead AFB changed into a commercial airport. This would have an extremely negative impact on the two National Parks: Everglades and Biscayne. The Florida Keys National Marine Sanctuary would also be affected. There are at least two other proposals on the table that would be more positive. These involve mixed commercial and residential use...both bringing jobs to the area, which is what everyone wants...but not at the cost of ruining two of our National treasures. A commercial airport is a far cry from the old AFB. There is so little "natural Florida" left these days, especially in South Florida. Please help us "little people" and not the huge developers...Many thanks for your time and help.

Darlene Melcon

Darlene Melcon

Joel B. McEachern ▲ Natural Light Photography ▲
▲ P.O. Box 182 ▲ Mt. Dora, FL 32756-0182
▲ e-mail: jbmceachern@yahoo.com
▲ (800) 642-3312

000286

February 3, 2000

Homestead SEIS
AFBCA/EX
1700 N. Moore Street
Suite 2300
Arlington, VA 22209-2300

Re: The **Undevelopment** of the Redevelopment of Homestead Air Force Base

To Whom This Concerns:

I am writing to express my concern over the negative impacts the proposed redevelopment of Homestead Air Force Base will have upon the adjoining national parks, offering instead that it be undeveloped completely and made part of the national park system in the best case or allowed to be mixed use in the worst.

In a culture of rapid development, I realize it is heresy to proffer any position that does not support the short-term economic goals inherent in the job-creationists culture in which we live. But the hard truth is, the American people already have a huge investment in the acquisition, development and maintenance of these national parks and associated refuges--an investment far greater than the economic benefits pitched by current development interests whose grand claims of public benefit are but the latest chapter in the private enrichment of a select and very connected few.

And at the heart of our investment is the preservation of the very qualities which make these parks work: their remarkable stillness, vastness and variety, traits most often associated with the great parks of the west. These qualities were described in the Everglades National Park's original survey, written by Daniel B. Beard in 1938 who later became the park's first superintendent.

As a nature photographer for the past fifteen years, I came to know these qualities well. And though my work has taken me away from these remarkable places, season after season I rose hours before dawn in hopes of capturing them. Lacking monument and range, the very essence of south Florida's wild and open places--federal, state or municipal--depends upon their absolute protection and preservation.

February 3, 2000
Joel B. McEachern
Page two

Finally, it is easy to argue 'development' when the land isn't and will never be a place of heart, magic or memory. Florida's wild places have long suffered at the hands of strangers and sycophant-statesmen--people whose absence of attachment to its wild and open spaces simplified their destruction. This time, say no. **Undevelop** the redevelopment of Homestead Air Force Base and let the quiet at last begin.

Sincerely,

Joel B. McEachern

16373 NW 13th Street
Pembroke Pines, FL 33028

000287

February 3, 2000

U.S. Airforce
Homestead SEIS
AFBCA / EX
1700 North Moore St
Suite 2300
Arlington, VA 22209-2802

Dear Sirs

I am writing to voice my concern and opposition to the redevelopment of Homestead Air Force Base in south Florida as a commercial airport.

The proximity of this property to our two National Parks (Biscayne and Everglades) requires very special consideration to what type of development takes place.

Both National Parks are under severe pressure already from many angles such as coastal development and the now famous and expensive fresh water drainage program. What would undoubtedly become a major commercial airport at that site, would certainly damage the area's already fragile environment as well as negatively impact the experience area residents and visitors have in our parks.

The proposed alternative plans for development of this site would provide the much-needed jobs and economic stimulus while having much less impact on the sensitive environment.

I urge you to promote and support these alternative plans. Thank you.

Sincerely,

Jorge de la Vega

Jorge de la Vega

Connie Miller
255 Bougainvillea St
Tavernier, FL 33070
Home Phone (305) 852-5056
Email connmiller@aol.com

000288

Feb. 4, 2000

U.S. Air Force
Homestead SEIS
AFBC A/FX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

Sirs:

I wish to protest the idea of a commercial airport in Homestead, Florida.

This proposed airport is within a few miles of Everlades National Park, Biscayne National Park and the Florida Keys National Marine Sanctuary The idea is very, very foolish. There are two alternatives that make more sense for the environment and will promote jobs.

Sincerely,

Connie Miller

Connie Miller

000290

2-1-00

Air Force
Homestead SEIS, AFBCA/EX
1700 N. Moore St, Ste. 2300
Arlington, VA 22209

Dear Sir,
I believe that the proposed airport in Homestead Florida would have a devastating effect on adjacent Everglades & Biscayne National Parks. There would be airplane noise, seven tons of toxic air pollutants every day, and lead and other hazardous chemicals would wash into Biscayne Bay. Please oppose this airport! Thank you for your consideration.

Diane Kahn & Alec Chuk
2049 Century Park E 3900
Los Angeles CA 90067

000293

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: Feb 1. 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I am very opposed to a Commercial, large Scale air port in this area. It would Cause great ecological damage and destroy the tourism. There is an alternate land use plan that would also bring jobs to the area but without damaging the environment. Please do not allow this local minority to prevail. Thank you.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Conde HACKBARTH
ADDRESS/DIRECCION: 11B Lakeside Ln
CITY/CIUDAD: Key Largo, FL 33037
STATE, ZIP CODE/ESTADO, ZONA POSTAL

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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Homestead SEIS
AFBCA/EX
1700 N Moore St., Suite 2300
Arlington, VA 22209-2802
FAX 703-696-8828

000297

February 3, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

Dear Air Force Representative:

I have recently learned of the Air Force's plant to transfer the former Homestead Air Reserve Base to Dade County for development into a major international airport I would like to express my strong oppostion to this plan

As a recent visitor to the Everglades National Park, I came to understand and appreciate an invaluable natural treasure It was stressed by all the Park's naturalists that this was a fragile ecosystem I felt pride that my government would protect such an ecosystem for the future well-being of its citizenry and our country's natural legacy

There is no doubt that airport development would severely compromise this fragile ecosystem and the visitor experience These concerns are supported by the Air Force's recently completed SEIS and other studies

There are alternatives to the airport which would have significantly less harmful effects on the environment and encourage you to consider these and abandon the notion of potential airport development.

Thank you for your consideration of my comments.

Sincerely,

Deborah M Steketee
4279 Millpond Dr NE
Rockford, MI 49341

cc Rep Vernon Ehlers
Sen. Spence Abraham
Sen Carl Levin

000299

President William J. Clinton
White House
1600 Pennsylvania Avenue
Washington, D.C. 20500

U.S. Air Force
Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington VA 22209 2802

February 3, 2000
Dear Mr. President,

I am against the idea of an airport at the former Homestead Air Force Base because it will destroy the only undeveloped natural area near my city. At a time when it is obvious to everyone that we need to restore our echo system it is unwise to build an airport on the land between two national parks. I use these areas and the peace and quiet cannot traded for jobs.

Sincerely,

Robert Larson
6831 SW 69 TR
South Miami, FL 33143

000300

President William J. Clinton
White House
1600 Pennsylvania Avenue
Washington, D.C. 20500

U.S. Air Force
Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington VA 22209 2802

February 3, 2000
Dear Mr. President,

I am against the idea of an airport at the former Homestead Air Force Base because it will destroy the only undeveloped natural area near my city. At a time when it is obvious to everyone that we need to restore our echo system it is unwise to build an airport on the land between two national parks. I use these areas and they are important to me.

Sincerely,

Martin S. Buel
6831 SW 69 TR
South Miami, FL.

000301

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: Feb 3, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I am strongly opposing the proposal of a plan to build an airport at Homestead's Military Airbase.
I have the following reasons:

- The Everglades and the Biscayne National Park are in the direct neighborhood of the planned airport The negative impact on all living species and the plants would be unforgivable and irreversible.
- South Florida's economical well being is very dependant on its two National Parks.
- At this moment enormous efforts are on the way to reverse the water flow back into the Everglades. This project will hopefully succeed in restoring some of the natural habitat. An airport would work completely detrimental to such undertaking and expenses.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MAS ESPACIO****

NAME/NOMBRE: Gisela Haynes
ADDRESS/DIRECCIÓN: E 4051 Barbarossa Ave
CITY/CIUDAD: Miami
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33133-6628

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Homestead SEIS
AFBCA/EX
1700 N Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

000302

February 2, 2000

This concerns all citizens,

My family and friends urge that, in order to protect Everglades National Park & Biscayne Nat'l. Parks, you

DO NOT, DO NOT convert the Homestead Airbase Base to commercial aviation or space port uses. Such uses will cause unacceptable, permanent impacts to two of America's treasured national parks as well as the Florida Keys National Marine Sanctuary.

Let the Everglades LIVE!

Sincerely,

D. Balkan

Tower House #503
5500 Collins Avenue
Miami Beach, FL 33140

John H. and Karla Ann Ayer
8250 S.W. 163 Street
Miami, Florida 33157

000303

Thursday, February 3, 2000

U.S. Air Force
Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

Re: Alternatives for redevelopment of Homestead Air Force Base in South Florida

Dear Sir:

I rarely write letters to public officials, but, here is a matter that is close to my heart. I am a real estate attorney in South Miami-Dade County and I grew up here during the last 35 years. South Miami-Dade county is my home, and part of it is the Everglades National Park and Biscayne Bay National Park. Our federal government has spent millions and millions of dollars over the years to maintain these beautiful sanctuaries and they are enjoyed not only by residents but also by visitors from all over the world. Those two parks are truly treasures worth preserving and maintaining for all of us, our children and their descendants. A major part of the parks' appeal is that with a one hour drive from Miami, one can find oneself in a pristine setting enjoying the beauty and peace and quiet that these parks provide. Many people go to buildings called sanctuaries to worship, but these two outdoor sanctuaries are, in many ways, far more appropriate to worship our Creator and appreciate His creation. The parks are ideal places for families to spend time together. They are a haven for everyone who lives in our modern fast-paced, hectic society. Please don't let these places be spoiled by the presence of commercial jets flying over them. The noise and emissions from the planes would detract from the very purpose for which the parks exist. Those who would use the land for a commercial airport are only considering short-term goals. There are better alternatives for redevelopment of Homestead, such as mixed commercial, residential and recreational uses that, in the long term, provide a better "highest and best use" for the South Dade community. Please consider these alternatives, rather that a commercial airport that would seriously erode national treasures located nearby.

I must say that I am not a member of the Sierra Club or other pro-environmental organization. I just grew up here loving the pristine beauty south Biscayne Bay and the Everglades and my heart compels me to plead for their protection.

Thank you for your attention to this matter.

Sincerely,

Karla Ann Ayer

000304

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/3/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I AM NOT IN FAVOR OF USING HOMESTEAD BASE AS AS AN AIRCARGO TERMINAL. WHICH IT WHODDE BECOME IF IT WOULD BECOME AN AIRPORT.
THE RESULTING TRAFFIC UP THE ONLY 2 ROADS NORTHBOUND US1 AND FLORIDA TURNPIKE ALLREADY CLOGGED BEYOND CAPACITY WOULD BECOME IMPOSSIBLE ONCE THE CARGO TRUCKS BEGIN TO USE THESE 2 ROADS

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: GEORGE ALEXANDER
ADDRESS/DIRECCIÓN: 5401 SW 107TH AVE APT 237E
CITY/CIUDAD: MIAMI
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FLORIDA 33173

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Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

000305

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: Feb. 8, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I am strongly against the re-taking of Homestead Air Force Base into a Cargo Base. When you damage the environment in so many ways (noise, fuel residue) near two National Parks, it will be something that can never be restored. Also it is unthinkable to put an airline flight pattern over a nuclear power plant. (Turkey Point) Surely the Dept of Energy would strongly object to that. I also feel the 25,000 jobs figure is very much inflated.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Mrs. Charles J. Betz
ADDRESS/DIRECCIÓN: 409 Cary Point Rd
CITY/CIUDAD: Key Largo
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Fla. 33037

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FAX. 703-696-8828

000306

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA:

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

WE ARE opposed to the commercial airport plan
We feel THAT the Collier-Hoover plan which could start without delay would provide the desired number of jobs and add to the tourist attractions of the area.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Fred Tod, JR
ADDRESS/DIRECCIÓN: 3 Sunset Cay Road
CITY/CIUDAD: Key Largo, Fl.
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33037

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000307

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/4/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

If the objective of developing the Homestead Air Base is to diversify jobs and keep all environmental safeguards from harm, the clear and only winner is the Collier Resources Plan and the alternative appears to be moot.

At the citizens forum on Tuesday, Feb. 1 in Homestead, the politicians made it perfectly clear that keeping the environmental safeguards, however, jobs were not important. How many MR/Packages we gig to compete for the limited jobs that will be available? How many permanent jobs will be available when civil traffic at that airport has its operations at a NW airport? Does anyone really think these jobs will be available only to man-made living objects? There will always be a percentage of unemployment in any city in the U.S. - that is a fact.

With the alternative plans for the airport job opportunities will exist and the environment will be protected. Do your part in keeping what's left of the national parks and preserves of the Keys alive and prosperous.

Do the right thing please.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Maley Allman
ADDRESS/DIRECCIÓN: 114 1st St
CITY/CIUDAD: Key Largo, Fl. 3
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33037

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1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX. 703-696-8828

000308

February 3, 2000

U. S. Air Force
Homestead SEIS
AFBCA/EX
1700 North Moore St - Suite 2300
Arlington, Va. 22209-2802

I am writing this letter to tell you of my concerns about the proposal of a freight air port at the former Homestead air Base. It is inconceivable that this is even being considered for this area.

We have 2 National Parks in South Dade County - the Everglades and Biscayne National Park. We have many, many tourists come to this area for these parks and other recreation in the area and to escape the cold winter up north. I am sure that if there was a freight airport here to spoil the peace and quiet and clean air, they would go elsewere. I understand an airplane would be taking off every 5 minutes. The noise would be unbearable.

The other industry in this area is agriculture. We love our farms here and they grow fruits and vegitables for the whole east coast in winter. If there was a freight airport here, I am sure we would loose a lot of farmland to businesses related to the airport and end up buying our produce from Mexico - not good for our country. I believe our country should grow most if not all of our own food. It only makes sense to know how our food we put on our tables is grown. There is also a big industry in ornimental plants which are shipped all over the world.

Think of it, once we let this special area go to commerce it will be gone forever. It would be an perfect way of living wasted on greed. Please do not let this happen - I beg you. Please back the Collier Resources Company Proposal.

Sincerely,
Mrs. Alice Benson
2640 S.E. 7th Place
Homestead, Fl. 33033
305-230-0292

000309

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2-2-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

We been Residents Here in The Homestead Area for over twenty years. After Hurricane Andrews Destroy every thing we had. We have no industry and the only work is farm work. A family person will have a hard time trying to raise a family here. We need jobs now not eight or ten years from now our only hope to our future is a comercial airport. An airport can be ready to operate faster and with better pay jobs than something else. A resort with Hotel is not the answer to this neighborhood. We have as it now hundreds and who know many empty motels and hotels in this area. How are we or the motels and hotels companies are going to fill this empty rooms if there is no one to rent them. Thank you

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: RAMON LOPEZ & MARIA C. LOPEZ
ADDRESS/DIRECCIÓN: 1588 NW 8 AVE
CITY/CIUDAD: HOMESTEAD FLA
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33030

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AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX. 703-696-8828

OVER

PS. AIRCRAFT DOES NOT POLLUTE WATER AND WE DONT THINK KILLS WILD LIFE
OR THERE WONT BE ANY WILDLIFE IN THE EVERGLADES WITH SO MANY AIRPLANES FLYING OVER THE GLADES.

000310

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: Jul. 3, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I have lived in Homestead all of my life (64yrs) and remember when the forest to the east of Homestead become an Air Base. That Air Base (Airport) has co-existed with the environment and the local inhabitants for 58 yrs without destroying either. I sincerely believe that since the Everglades Nat'l Park came into being years after the AIRBASE and The Biscayne Nat'l Monument many many years later, their opposition to an Airport on the HAFB property is not valid. The Two can co-exist. Also, the HAFB property must remain in the public domain and not be turned over to The Collier Family / Hoover Group for any reason. It must either remain with the Federal Gov't or be returned to the Citizens of Dade County. It is my hope that the facility can become the force that will once again be an asset for the economy of the Homestead area. With proper management we can have an airport and the wonderful environment my family found when they arrived here in early 1900.

Please keep HAFB property owned by the public!

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Mary Lou Snider
ADDRESS/DIRECCIÓN 949 N.W. 9 St.
CITY/CIUDAD: Homestead
STATE, ZIP CODE/ESTADO, ZONA POSTAL FL 33030-4139

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COMMUNITY BANK OF FLORIDA

MEMBER FDIC

000311

February 2, 2000

Homestead Draft SEIS
AFBCA/PA
1700 N. Moore Street, Suite 2300
Arlington, VA 22209-2802

Dear Sirs:

Please find enclosed my written comments and thoughts regarding the proposed transfer of the properties of the former Homestead Air Force Base to be utilized as a commercial airport.

You will note from this communiqué that I am in favor of the proposal and describe therein the reasons for my decision.

If you would like further comments, I would be more than happy to discuss them with you. I can be reached during normal business hours at the number below.

Thank you for your time and consideration.

Sincerely,

Eric S. Johnson
Senior Executive Vice President

ESJ/lh

Enclosure

Post Office Box 900400, Homestead, Florida 33090-0400
28801 S.W. 157th Avenue Homestead, FL 33033 • 305 245-2211 • http://www.communitybankfl.com

My name is Eric Johnson:

A local Resident and business person in this community

I'm married with three children, the "Homestead Air Reserve Base" is 1.5 miles from my home, work, church and where my children play. An outgoing President Bush along with an incoming President Clinton represented to this community that, the then, Homestead Air Force Base reuse plan was going to be utilized as a model for "Base reuse" in our country.

Good intentions, yes

But unfortunately for our community, this reuse has yet to become a reality. The prior reuse study's and the current SEIS(The Supplemental Environmental Impact Statement) continue to support what individuals and businesses of this community have stated all along...that the single greatest long term use of the current "Homestead Air Reserve Base" in contribution of quality and quantity of long-term job growth to the Homestead and Greater Homestead area will be the Base reuse as a commercial airport.

Other proposals presented raise numerous questions; but the commercial airport iniatitve is one based not only on sound study data, but a proven track record from a historical setting. Commercial airport data is strongly based on proven trends and multipliers, whereas the other proposals are founded on pro formas without proven historical mulipliers. Noise concerns are addressed in the study from a current stand, but additional considerations can be entertained that as additional modifications

and new design features; including subsizing new fleets, are made then noise calculations utilized in the study only further drop.

Obviously a primary issue to the local community is economic development. As an individual involved in local business, civic organizations and economic development, I can not begin to emphasize enough the commercial airport use as filling long term objectives of our community. Illustrated in the study's data are solid job counts and external impacts which complement our Empowerment and Enterprise designations. These jobs will raise the median income level of our area significantly as other business concerns seek new headquarters here and development on and off the commercial airport begins.

The past eight years have devastated our "core" base of income our above designations only validate this. Over the past eight years our area has not experienced the joys of the nations economic prosperity as other community's have. Directly to the south the Florida Keys continues to enjoy year after year of record growth in tourism, but yet 30 miles to the north we experience negative growth numbers consecutively each year. As you view our community from a nummerical and philosphical perspective you can only conclude that the most solid approach to long term economic development, complementing quality job growth, is granting use as a commercial airport.

Thank You

FEB 1, 2000

000312

We moved from Kendall to Homestead because of the peaceful surroundings. We wanted to get away from all the chaos and traffic. We love it here. Our children love going to Biscayne National Park and just fish and relax there, please, please do not take that joy away from us. We do not need a commercial airport next to two of the most beautiful National parks there are. There are many other alternatives.but please leave nature along. If we keep destroying there will be nothing left.

The Lozada family

Tania, Estelle, Bryan & Kelsey

431 N.E 13St
Homestead, FL 33030

Judy F. Tchakarian
1621 NW 13th Avenue
Homestead, FL 33030-2921
305-248-5632

000313

February 2, 2000

U.S. Air Force
Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

To whom it may concern,

I am writing to you today about the proposed re-development of the former Homestead Air Force Base.

As a twenty year resident, I am *opposed* to a commercial airport being developed at the former Air Base site. I moved my family to Homestead because it was a quiet rural community, and because I enjoy the safe feeling a small rural community brings. If a commercial airport were to be developed on this site, the safety and quiet of Homestead would forever ruined.

We, the people, were never given a voice in the "give-away" deal the county made to the politically connected HABDI group. This no-bid deal stunk from the get-go, and still does. The only people who really support this, are those who will profit from it financially. As a resident of Homestead, I have never once received a questionnaire/ opinion poll asking how I would like to see the Airbase property used. Since a proposed one plane a minute will be flying over my house, I think it is only fair that my voice be heard.

I am *in favor of* the mixed-use proposal which would include an office park, golf courses and aquarium attraction. These uses would be more harmonious to the area and also the existing green space in the proposed site.

Please help preserve our quiet, rural community.

Sincerely,

Judy Flory Tchakarian

Judy Flory Tchakarian

000314

Dewey E. Steele
22320 SW 256 St.
Homestead, Fl 33031
3 February 2000

To Whom it may concern:

Regarding the proposed development of the former Homestead Air Force Base, my wife and I would like to comment.

We grow tropical fruit in the area and are committed to keeping our community rural and agricultural. This is why we have lived here for the past 20 years.

It may interest you to know that the Florida Everglades is one of the U.S.'s top ten Most Threatened Farming Areas! Source: American Farmland Trust.

We enjoy the precious natural setting that Biscayne National and Everglades Parks provide. We ask that you think about what it would be like to have a major airport nearby with it's noise and other types of pollution. An airport in this area threatens agriculture by paving the way for industrialization and urban sprawl and would devour available farmland. Would you want that within your community?

The only logical conclusion to this matter is to limit air operations to what they are now and explore other options similar to the Collier/Hoover plan.

In closing, we are very much opposed to the commercial airport plan and will support all efforts to block it.

Sincerely,

Mr. & Mrs. Dewey E. Steele

000315

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: February 3,2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I am a 50 yr. old aquaculturist. I am a biologist by profession and I am the past president and a founder of the South Florida Aquaculture Association. I have served five years on the Dade County Advisory Committee to the Extension Service (one year as chairperson.) I have served four yrs. on the Marine Interest Advisory Committee for Dade County.

I have donated thousands of dollars and hundreds of hours to the Miami MetroZoo since it opened. I also donated thousands of dollars in fish to the lakes at MetroZoo. I have been a coach for the Khoury League for five seasons. I have been in business for 28 years and currently my business employs two biologists, one full-time office manager, one part-time office manager and two aquatic technicians.

My farm is also one of 2 farms in Florida which has worked directly with Senator Grahamin (SPACE) state & federal aquaculture's status, licensing, and permit-issuing. Basically, I have gone many extra miles to try and set examples for my children, be a good neighbor and help my industry. I consider myself a good citizen.

There was a study done by Domes and Moore which was funded by Dade County & finalized in 1995 with recommendations of an additional airport facility being located in Opa Locka. It is obvious that for enviromental reasons,(over)

****CONTINUE ON BACK FOR MORE SPACE****
****CONTINUE AL DORSO PARA MAS ESPACIO****

NAME/NOMBRE Paul Radice

ADDRESS/DIRECCIÓN

CITY/CIUDAD

STATE, ZIP CODE/ESTADO, ZONA POSTAL

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FAX. 703-696-8828

the Homestead AirForce Base is not a suitable location and is contrary to the only existing two industries in Dade: Agriculture and Tourism.

This is a green-belt area which currently supplies the U.S. with winter fruits and vegetables. This area also attracts visitors from all over Dade, Broward and Monroe Counties for weekend excursions of picking or buying fresh fruits and vegetables from farms which are eager and happy to accomodate their customers. All of the current agri-business will be forced out one-by-one due to 1.) over-urbanization and 2.) pollution should the Homestead Air Force Base be converted to an airport.

This is not a Jobs vs. environment issue which our paid public officials seem to be leaning heavy on. We do have excellent alternative plans (Thank God) which will help promote both of the two industries in South Dade: Tourism and Agriculture.

Kindly turn down the airport idea for the sake of the majority of our neighbors. In conclusion, on this highly heated issue, I do not understand why aréferendum was not held. This is truly a case where the will of the people is being ignored.

000316

FEB 2 2000

Homestead SEIS
AFBCA/EX
1700 N Moore St
Arlington, Va. Suite 2300
22209-2809

Gentlemen:—

We are troubling times ahead. While the State of Florida & the Feds are spending millions of dollars to reclaim the Everglades you seem to be ready to help destroy it & a few other precious lands; namely, the Biscayne National Park & the Fla. Keys National Marine Sanctuary.

HABDI's full size commercial airport must never be built. We will list a few reasons why:

1. The noise from these constant flights will destroy the nesting habits of our birds. It probably will have a bad effect on other animals as well. Constant noise makes for a stressful existence. There is also the danger of our birds flying into these jets causing great harm to both bird, plane & even passengers.

2. We worry about the environment. Accidents do happen (See above) oil spills in the Bay would be disastrous. We also have a very rare living coral reef and in the Bay to protect. The fish provide a livelihood for many fishermen.

3. Population Expansion: An airport this size needs support. The Everglades will be torn apart by

2

the repair shops, warehouses, etc that must certainly be built to support the airport. Just consider the Hotels, motels (Motels?) homes that will impact the Everglades.

Homestead needs jobs, that we can not deny. But be aware people are beginning to realize the south of Miami Dade & the Everglades are unique. Fix the blades & the people will come.

HABDI Received exclusive development rights without due process. No competitive bidding took place. Is this legal ??

Please make a commitment to save our lands. The future needs it & so do we now.

"TREAT THE EARTH WELL. IT WAS NOT GIVEN TO US BY OUR PARENTS BUT LENT TO US BY OUR CHILDREN"

KENYEN PROVERB

Thank you for "listening"
Sincerely
Evelyn Vaz
&
Richard Vaz

C: SENATOR BOB GRAHAM

WWF
MR & MRS RICHARD E VAZ
3301 SW 52ND CT
MIAMI FL 33155-3322

000317

2/3/00

To Whom It May Concern,
As 37 year registered, voting, residents of both So. Miami (Dade Co.) and a second home in Key Largo (Ft. Keys), we wish to go on record opposing Homestead Commercial Airport. We have seen the incredible impact commercialism has had on the Florida Keys from mansteen to airbs and in Dade Co. can still remember see oils on the beaches of Key Biscayne instead of patches of oil from pumped bilges of ships in the Fl. Straits. We support alternative use. Please keep us informed.
Thanking you in advance —

Sincerely,
Joseph & Delores Mastrangelo
227 Jolly Roger Dr.
Key Largo, Fl. 33037
Phone: 305-852-7396

Miami
9921 S.W. 70 Ave.
Miami, Fl. 33156
Phone: 305-667-3093

000318

2-2-00
LIGHTHOUSE
Prince Edward Island, Canada

I wish to express my opposition to the proposed airport in Homestead, Fl. The negative impact on Everglades NP - a unique ecosystem - would be devastating!

MARINE I. BOOTH
33 COLONIAL DR.
EPHRAIM NH 03294 USA

USAF
Homestead SEIS
AFBCA/Ex
1700 N. Moore Street
Suite 2300
Arlington, VA
22209-2802

000319

Feb. 7, 2000

Homestead SEIS
AFBCA/EX
1700 N. Moore St.
Arlington, Va. 22209
Dear Sirs:

I oppose the Air Force's plan to transfer the former Homestead Air Reserve Base to Dade County for the development of a major international airport. This airport could have a very adverse impact on nearby Everglade and Biscayne national parks. The Air Force's own SEIS reveal this to be the case!

The Air Force's own study shows that alternatives to the airport, such as mixed commercial and residential uses would be less harmful. Please support this alternative! Oppose the airport!

Sincerely,
M. Ruth Kiskander
622 Barbara
Davis, Ca. 95616

000320

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 02/04/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

over

COMMENTS ON OTHER SIDE

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MAS ESPACIO****

NAME/NOMBRE: John & Margie Gilmore
ADDRESS/DIRECCION: 2040 S.E. 5th Pl.
CITY/CIUDAD: Homestead, Fl.
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Fl. 33033

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Arlington, VA 22209 2802
FAX: 703-696-8828

Right now you are 231,000 flights annualy,but next year maybe more.That's a lot of pollution.Also after Hurricane Andrew,we lived in Miami Lakes, after 6 months we had to have both new cars roof tops painted ,from the airplanes flying into opa locka air port. Then whats going to happen to the birds that get in the way of the aircraft, are they going to be threatened again to be shot? Not to say about the noise. The cost of getting cargo out of Homestead. All this looks good on paper and studys, but not a reality.

000321

February 1 2000

Gentlemen:

My husband and I own vacation property in the Florida Keys and feel strongly that your plan to establish a major commercial airport in Homestead is a mistake. There are other proposals that would provide jobs and a boost to the area without damaging the environment.

Please do not proceed with an airport. Sincerely. Carole Hamilton

000322

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/2/2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

If you are going to have a "public" hearing please do not allow 2½ hours of time for politicians to speak. The county had the chance at the beginning of the program to present it's side TO allow all those politicians to speak while homeowners waited in pain was ridiculous. Most left including myself and the neighbors I attended with in disgust around 9:15

For the record I own a business (19 years) 3/4 mile from the old west gate on 288 st. I live a few blocks from the high school where the meeting was. I oppose the comercial airport for these reasons:

In the long term our quality of life and the rural atmosphere would disappear.

I truly believe a few would make money the rest of us will be left with a mess

Most important is The national parks are more important to the long term well being of ...

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Diane Oakman
ADDRESS/DIRECCIÓN: 16901 SW 277 St
CITY/CIUDAD: Homestead
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Fl 33031

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Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

deep south dade than the airport ever would be. Can you imagine the towns around Yellowstone allowing such an environmental nightmare Every one involved in aviation knows birds and planes do not mix Birds are already killed at HAFB to protect the planes

Another thing, though we laugh and jeer at the environmentalists and talk about humans as an endangered species we must look to the future and realize the environmentalists are right. When we run out of water, a very real possibility, and totally unbalance the earth our children or maybe our grandchildren will truly be living in a kind of hell.

000323

February 3, 2000

Nancy A Meyer
541 San Esteban Avenue
Coral Gables FL 33146

305-661-2283

U.S. Air Force
Homestead SEIS
AFBCA / EX
1700 North Moore Street
Arlington VA 22209-2802

To Whom It May Concern:

I am writing to express my opposition the transfer of the Homestead Airbase as proposed to the HABDI group to serve as a commercial airbase.

Without going into the myriad issues surrounding the questionable nature of the "no-bid" aspect of the transfer by Dade County to the HABDI organization, the reasons for denying the airport option and selecting one of the proposed alternatives are many and should be obvious.

The commercial airport is simply too close to both Biscayne National Park and Everglades National Park. While some contend that there will be little pollution of the nearby environment, the risk that they are wrong about this and the potential damage to the Parks is simply too great to take the chance. You must take the lead now to remove the threat the airport poses to these national treasures.

Either of the proposed alternatives, the Collier Resources land swap plan or the Lacy Hoover Chase development will provide the Homestead area with a very sound economic boost. Both of these plans appear to take into account the sensitive nature and proximity of the Parks.

As a South Miami-Dade county business owner I am aware of the need of economic redevelopment of the area. No one wants to deny the citizens real opportunities for recovery from the loss of the Air Force base, but we must not do so at the expense of two of our most beautiful and fragile National Parks.

Thank you for your attention.

Very truly yours,

Nancy A. Meyer

Nancy A Meyer

000324

Feb 1, 00

Re: Homestead Air Force Base

I do not want to see a commercial airport built between our two national parks, The area can be used for other things

Thanks

Norman J Hemen
20185 E Country Club Dr
Aventura, FL 33180

000325

450 Jefferson Drive, Apartment #104, Deerfield Beach, FL 33442-9567

February 3, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington VA 22209-2802

Dear Sir or Madam,

I am writing to express my considered opposition to the proposed development of Homestead AFB as a commercial airport. There are presently three active, major, commercial airports in South Florida - Miami International [MIA], Ft. Lauderdale International [FLL] and Palm Beach International [PBI]. They are connected by road, Interstate 95 and Florida's Turnpike and are approximately 60 miles apart. A recent report indicated that PBI, although already fully developed, is experiencing a drop in usage. The infrastructure is in place to expand existing airport facilities, if necessary.

Meanwhile I spent last week at the Marine Resources Development MarineLab in Key Largo, and learned much about the danger to, and destruction of, the sea grasses, the mangroves and the coral reef. I also recently spent a day at the Royal Palm area of the Everglades National Park, where the native bird population is already declining.

The very real threats to the Florida Keys Marine Sanctuary, the Everglades and other natural habitats posed by a new commercial airport must be recognized. It would be an ecological disaster, not only to Florida, but to the entire country, to create a new development that would further degrade this area that is so vital to the quality of life of all the inhabitants, the birds, the fish, humans and the Florida flora. My grandchildren vary in age from 18 years to 4 months. Some have already visited the Keys and the Everglades. It is too easy to reflect that environmental damage takes time, and therefore today's adults would not appreciably suffer from inadvertent or intentional destruction of natural habitats. Should we take the position that if commercial gain is the only criteria, then let us not worry about adverse effects 40 or 50 years from now?

I believe not! I would like to leave a legacy that enables the children and grandchildren of my grandchildren to enjoy, appreciate and benefit from the national treasures that are South Florida today.

There are viable commercial alternatives. We do not need to be "antidevelopment," but we do need to be pro-environment.

Sincerely,

Malcolm Lauder

Malcolm Lauder

Feb-07-00 03:06pm From-CEI DOCUMENTATION 3054422285 T-320 P.01/01 F-407

000326

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/7/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I AM A RESIDENT LIVING IN HOMESTEAD FOR THE LAST 6 YEARS. I LIVE APPROXIMATELY 1 MILE FROM THE AIR BASE. MY FAMILY & I MOVED TO HOMESTEAD FOR SEVERAL REASONS BUT ONE OF THEM IS SAFETY... I CAN'T SEE MYSELF LIVING SO CLOSE TO TURKEY POINT POWER PLANT AND HAVING ABOUT 600 AIRPLANES FLYING RIGHT OVER MY NEIGHBORHOOD AT A FEW FEET UP. "THAT DOESN'T MAKE SENSE TO ME". I OWN TWO PROPERTIES IN HOMESTEAD & FRANKLY I DON'T KNOW WHAT I'M GOING TO DO SINCE THE CHANCE TO HAVE AIRPLANE CRASH IN THE MIDDLE OF THE NUCLEAR PLANT IS SO LITTLE. PLEASE TAKE MY PLEADING MY ARMS TO ANY GOOD SAMARITAN TO SAVE ME AND MY FAMILY. ORDER "STOP ANYONE FROM BUILDING ANY AIRPORT SO CLOSE TO OUR HOMES".
I SENT THIS LETTER TO WHOM IT MAY CONCERN.
PLEASE WE DON'T WANT IT. GO ELSE WHERE. GIVE US A CHANCE TO LIVE IN PEACE" THANKS.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: JEAN C. DORVAL
ADDRESS/DIRECCION: 1110 N. ANHINGA LN.
CITY/CIUDAD: HOMESTEAD
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FLORIDA 33035

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Homestead SEIS
AFBCA/EX
1700 N. Moore St , Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

000327

Against Airport - I am a legal resident of Key Largo. Florida 33037

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: February 5 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

This is to inform you that I am extremly opposed to the building of a Commercial and Cargo airport at the Old Homestead Air Force base. It will spawn an Industrial Monster in the now noise free, air pollution free area between Biscayne Bay Park and the Everglades National Park, an area on the Eastern Seaboard Shore of the United States that can claim No air pollution + No noise pollution - Yes the airport will create new jobs, but when! 10 years from now maybe!! Please don't eliminate our pristine environment - Support the COLLIER-HOOVER plan - which will start as soon as you give the go ahead sign. This plan will create a fabulous new complex with homes, shops tourist attractions such as Golf courses + a fabulous Aquarium. The similar Aquarium at Chattanooga tenn attracts one million visitors + pumps $500 million into the City's economy almost immediately - The Collier Hoover Plan will create jobs for 16,000 persons almost immediately

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Elizabeth S. Sanford
ADDRESS/DIRECCION: 15 Channel Cay Road
CITY/CIUDAD: Key Largo
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Florida 33037

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Arlington, VA 22209-2802
FAX: 703-696-8828

2/1/2000

000329

Homestead
AFBCA/EX
1700 N Moore St,
Suite 2300
Arlington, Va., 22209-2809

Re Homestead AF Base
Homestead, Florida

Gentlemen,

I have been involved since the beginning concerning the future of our Homestead Base. Have written to many of our representatives, late Gov. Lawton Chiles, Janet Reno our Attorney General from whom I received a letter today advising the Justice Department was working with the National Environmental Policy Act (NEPA) to complete an accurate, thorough analysis of the Homestead redevelopment proposal.

I can truthfully say, it would be a big mistake to award this base to the HABOI, a Mr. Carlos Herrera with the Latin Builders of Miami. I am familiar with this organization, having worked with construction contractors for over 20 years in this area. Another sore spot is the shameful news as to the fraud involving our Miami Intl Airport, mismanagement, smuggling of drugs and warehouses used to store stolen goods for export. The investigation is disgraceful and still pending.

(2)

I am afraid this same element would be there to continue and operate no different. Our area does not deserve this type of redevelopment, not only destroying our precious environmental areas Everglades National Park, the Biscayne National Park and surrounding beautiful areas adjoining the base. There are other choices, our hopes were first if the U S Army South Quits from Panama and the Special Operations Command South would have considered this base, maybe it's not too late, this would have been a blessing to this area.

I have such deep love for this area. I am now living in Florida City, off Palm Drive. My husband was born in 1940 on Audubon Warden, his grandfather was stationed what is now the Everglades Park. He had to leave in 1942. W W II, a paratrooper, 82nd Airborne. We returned in 1946 January 1st and came back to the same site at the mouth of Cook Bay. We were there battling mosquitoes and nothing for conveniences, but it was the best years of my life, the area was fantastic, fish were abundant, manatees all over, beautiful birds every thing so peaceful. It came to an end the late Gov. Pepper and members of Audubon and Wildlife came on our dock and toured the area all day. Soon after we heard the news that we had been condemned and Everglades Nat'l Park was a reality. This was in 1947, we had to leave this beautiful

(3)

place. It was a painful day when we left but our consolation was when we could, we could always come back to enjoy the area and to know our children and their children would be able to enjoy the beauty of this God given paradise.
Since 1947 when we left, every where we lived we pioneered first in Hialeah, nothing there, no homes. Bought a B I Home, Veteran's first development lived there 17 years, left the area, too crowded and being devastated. Moved into a paradise P Moore in 1966 another beautiful area trees all around, wildlife birds fearful. This new home was our dream until 1992 Hurricane Andrew, plus builders fraud, etc and a widow had to leave another area devastated into a concrete jungle. Moved back to Florida City in 1997 a few blocks where we used to travel back and forth to the Everglades in 1976 White ibis and egrets fly into my back yard and hope nothing drives them away.
Gentlemen, I sincerely hope you take into consideration as to whom this base will be awarded, there is a lot to be considered.

Sincerely

Anita Henson
and family

PS 1 Home enclosed
2) Flight from city hall home
3) Editorial from Carl Hiaasen (copy or poem)

Anita M. Henson
710 SW 4th Ter
Florida City, FL
33034

U.S. Department of Justice

Environment and Natural Resources Division

Policy, Legislation, and Special Litigation Section
P.O. Box 4390
Washington, D.C. 20044-4390

Telephone (202) 514-1442
Facsimile (202) 514-4231

JAN 20 2000

Anita Henson
710 SW 4th Terrace
Florida City, FL 33034

Dear Mrs Henson

I am writing in response to your letter of August 15, 1999, concerning the pending decision by the United States Air Force and the Federal Aviation Administration (FAA) on the proposed transfer of the airfield facilities at the former Homestead Air Force Base to Dade County, Florida Please accept my apologies for not having responded to you sooner

Your letter to the Attorney General expressed your objection to the "Petition for Extraordinary Relief" submitted by the law firm of Verner, Liipfert, Bernhard, McPherson & Hand I would like to advise you that the Department of Justice has informed Verner Liipfert that the Department is unable to grant the relief requested in the petition

Several federal agencies, including the Department of Justice, are working together under the National Environmental Policy Act (NEPA) to complete an accurate, thorough analysis of the Homestead redevelopment proposal The Justice Department will continue to assist the Air Force and the FAA in addressing environmental justice concerns while they evaluate the potential environmental and economic effects of redeveloping Homestead

Thank you for writing to the Department

Sincerely,

Sylvia Quast
Attorney

THURSDAY, AUGUST 12 1999

CARL HIAASEN

TIME TO GROUND JETPORT SCHEME

The rich guys who want to ti
South Dade into another Hialea
have hired heavyweight Washing
ton lobbyists to beseech the Cli
ton administration

Listen to the violins, courtes
the law firm of Verner, Liipfert
Bernhard, McPherson & Hand
"There is a deep, fundamenta
unfairness here which has resulte
in the unabashed denial of just
to the people of Homestead."

The unabashed crapola appear
in a rehorted 20-page letter s
by Verdon Liipfert to Attorne
General Janet Reno, and obtain
by The Herald's Cyril T. Zane

At issue is the redevelopment
Homestead Air Force Base
trashed, in 1992 by Hurricane
Andrew. Afterward, much of
property was to be conveyed
Miami-Dade County

And who can forget what
cously commission did. They
gave away the whole enchilada
political insiders who didn't know
diddly about building an airport

In a scandalous no-bid deal,
Homestead base was leased to
group known as HABDI, led
Carlos Herrera, a honcho with
Latin Builders Association an
big Democratic campaign don
Many South Dade residents
tested, but to no avail

Grand plans were announ
for a new commercial jetport
hotels, shops and warehouses.
the real gold mine lay in the su
tions that would sprout arou
the airport complex. Bank
builders, landowners — every
body was in a fine drool

Then came the snag. It
described in the original enviro
mental impact study bore on
passing resemblance to the
being touted.

A few minor details had
unmentioned — an entire se
runways, for instance. And
ground-shaking projection o
eventual 236,000 flights a year
about 650 a day

This was noteworthy becau
the jetport site is between the Ba
cayne and Everglades nation
parks, neither of which are
ing under urban pressures. Sc
conservation groups got involved

In December 1997, the
and the Air Force ordered a
environmental impact study, to be b
on more complete informatic
was bad news for HABDI suppo
ers such as Sen. Bob Graham
Miami-Dade Mayor Alex Penelas

Now Vernon Liipfert has
hired to goose the White Hous
though no one is saying who's
ing the fee. I'd bet it's not Ha
Community Radio or the Gr
New Covenant Missionary Ba
Church, both of which are
ciously listed in the "coalition

Developers need those
on their letter to Reno, bec
they contend that the federal
ies are now delaying the jet
and that no discrimination ag
"the poor and minorities"
their jobs.

Question HABDI boosters
ally claim to be fighting
endangered species on their own bank acco
but to protect (among others)
tantalized Hispanic farmwor
Yet if the jetport gets appr
they will instantly be less ag
than South Dade — many
are dying to unload their
land on builders.

It is indisputable that Hom
stead and Florida City have
fully recovered from Hurri
Andrew. But to blindly pu
a rosy future in the hands
HABDI would be a foolhardy
unfixable mistake.

There are ways to develop
air base without jeopardizin
community's character, no
mention its two largest tou
attractions, Biscayne Bay and
Everglades.

Unfortunately, desperation
makes bedfellows of budgetary. Lo
the entire speedway, built at
payer expense and hyped as a
send to South Dade's bat
economy. Wrong.

Plenty of people made me
but not the ones who need
most, not the ones who write
own letters, and can't afford
hire Washington lobbyists.

Anita M. Henson
710 SW 4th Ter
Florida City, FL
33034

000331

February 3rd, 2000

Hector M. Florida, Councilman West Kendall Community Council - Area 11

Homestead SEIS
AFRCA/EX
1700 North Moore St.
Suite 2300
Arlington, VA 22209-2802

For the Record Commentary

I would like to begin by expressing heartfelt thanks to the U.S. Air Force for the historical air campaign conducted in the Balkans. You stopped ethnic cleansing. Saved tens of thousands of American grunt lives. Demonstrated to tyrants that there is indeed strength and resolve behind our commitment to democracy. And all without the loss of one single American warrior in combat. As an Army brat with 8 years of active duty service of my own during the 'Vietnam era', I salute your surgical precision, gallantry in combat, and excellence in leadership. Go Air Force. Kudos. All America salutes you. The American warriors commitment to 'duty, honor, country' is the noblest Public Service of all. Thank you.

Not enough can be said for the Officers and service members of the Air Force Public Hearings Staff. Their resiliency, professionalism, and flexibility under less than ideal conditions are admirable. Please convey my appreciation to each and every member for their faultless conduct.

The environmental agencies which oppose the Commercial Airport Plan do not care one iota about the economic well being of Miami-Dade County. They do not accept Impact Study findings on this go around - or on any other go around which is scientific in nature but opposes what borders religious fervor on opposition to progress and controlled growth. They clearly obfuscate this issue with image projected alarmist propaganda - such as the ad they placed in The Miami Herald of over a hundred Transport Category Aircraft in a "nose up" attitude over our Community and The Bay. You don't need to be a Rocket Scientist or work for the FAA to know that this is Alarmist Propaganda akin to that of the Y2K alarmists of recent vintage with their numerous cache items for food, water, weapons and disaster and other for sale alarmist how to survive manure.

These hearings were really not about the validity of these studies - unnecessary, costly and conclusive. They are about an alarmist, politicized agenda to infringe on property rights, progress, and controlled growth. They are about completely stopping the remaining economy of what is a county ranked dead last in the State

13250 S.W. 134 Ave., Miami, FL 33177 Tel. (305) 233-9181 Fax. (305) 971-0579 www.hectorflorida2000.org

for employment on the December 1999 scale of 67 counties. We remain approximately 33% above the US rate of 4.1% unemployment. DEMOCRACY cannot truly exist without some economic parity and equal opportunity. The Sierra Club, The Tropical Audoubon and other movements would deny a Community in need their right to have and hold well remunerated jobs with a future. This lamentably comes at a very inopportune time for our citizens, and specially for our Afro-American brothers and sisters of South Miami- Dade County who have been guaranteed 25% of these progressive jobs, and 25% of the stock ownership in this project by the developers. These hearings were propelled not off of scientific base but rather from a threat by the Collier family to drill the hell out of Big Cypress in the Everglades for questionable grade, though probable petroleum deposits. Wonderful environmentalists these folks. Breach your contract or else. Their followers of course are the same people who disregard the property rights of over 350 rural families in the 8.5 sma, the Micassukee Tribe of Indian rights, and propelled study after study, for years, and years truly delaying the restoration of the Everglades. Indeed accelerating it's demise. And disobeying the U.S. Congress. And killing South Miami Dade County farmers. When I was a kid I used to love Cowboy and Indian movies. There was a variation of a line delivered by a Noble Indian to a sinister grubby looking Cowboy which went something like, "Pale-face speak with forked tongue." Some in the Department of Interior still appear to do so. Through the National Park Service and U.S. Fish and Wildlife.

The Collier/Hoover Plan alternative would of course create jobs. The majority of which would be the traditional jobs of servility as caddies, lawn maintenance personnel, and ticket sellers and takers. It would completely ignore Miami's preoccupation to become the Gateway to the Americas and eliminate our chances to participate in globalization with meaning.

It would also cement the suspicions of many that this national government cannot even in one instance be trusted to keep it's word. The majority of residents of Miami-Dade County do not know what an investment retirement account is. Never mind a portfolio. Disregard e-accounts at eight bucks a trade. Please listen to Mayor Steve Shiver of Homestead, and Mayor Otis Wallace of Florida City. They know poverty. And love their constituents.

Respectfully,

Hector M. Varela

Hector M. Varela

000333

2 Feb. 2000

Maryanne Biggar
Homestead, FL
33030

U.S. Air Force
Homestead SEIS

I attended the first "public comment" meeting regarding the transfer of Homestead Air Force Base, last night at South Dade High School.

Unlike many in that auditorium, last night, I was born and raised, in Homestead and grew up in an agricultural family. I am now in my mid-40's, married, and living in one of Dade County's oldest houses - one that is on the County's Historical Register.

As a child growing up here in Homestead I enjoyed all the benefits of a small, distinct, clean, rural, farming town; obviously many things have changed since the 1950's and 60's but I still believe Homestead has a chance to retain this very special and now, unique atmosphere if we plan responsably. I, my family, and my friends do not believe that putting an airport at H.A.F.B. is a responsible, environmentally sound, long-range plan for this last of it's kind agricultural area.

I also do not want to spend what are now very, special, tranquil, quiet days in Biscayne National Park and Everglades National Park listening to the roar of jet engines, smelling their exhaust and visually intruding in our Parks natural space!

It seems to me the Collier-Hoover plan is a plan that will provide many quality jobs, without turning Homestead into just another unfortunate space gobbled up by dirty, noisy, airport sprawl. Please do not give the air base to those short sighted politicians to turn into an airport next to Two National Parks - it would be an horrible mistake that

would haunt us all for decades to come!

As you know several environmental and homeowners groups are promising to tie the airport plan up in court for years to come – be realistic, if it is jobs now, that is "the big issue" it would be a much smoother conversion by going ahead with the Collier-Hoover or another environmentally responsible plan.

Please, again, say NO to the airport. Thank you,

Maryanne Biggar

000331

(1)

HOMESTEAD SEIS
AFBCA/EX
1700 N. MOORE ST.
SUITE 2300
ARLINGTON, VA.
22209-2809

2/3/00

TO WHOM IT MAY CONCERN,

I AM A VERY CONCERNED SOUTH FLORIDIAN, WHO WOULD NOT LIKE TO SEE A COMMERCIAL AIRPORT BE BUILT IN THE OLD HOMESTEAD AIR FORCE BASE.

BESIDES ALL OBVIOUS REASONS WHY THIS IS A BAD IDEA – NOISE POLLUTION, EFFECT ON WILD ANIMALS IN THE 2 PRISTINE NATIONAL PARKS (BISCAYNE + THE EVERGLADES) RIGHT NEXT DOOR, TRAFFIC CONGESTION, ETC, ... WHAT ABOUT THE FACT THAT A LARGE NUCLEAR ENERGY

---

(2)

CENTER SITS JUST 5 MILES FROM THE SITE OF THE PROPOSED AIRPORT!!

* WHAT ABOUT THE RISKS OF AN AIRPLANE CRASH/CATASTROPHE HITTING THE LARGE NUCLEAR REACTORS AND THE STORAGE SITE OF THE TOXIC FUEL CYLINDERS?

THIS AIRPORT IS NOT A GOOD IDEA – WE DON'T WANT IT, WE DON'T NEED IT!!

PLEASE DON'T BUILD IT!!!

SINCERELY,

MARTHA M. CHISHOLM
5935 TURIN ST.
CORAL GABLES, FL 33146
305-740-0303

000335

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/4/2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

As a citizen of South Miami Dade County, I am adamantly opposed into turning HAFB into a commercial airport. A "win win" solution would be to convert the airbase into a University with emphasis on Environmental Restoration, invasive species. And Research into the problems plaguing coral reefs. Both the University of Florida and the University of Miami could share the campus and combine resources. These problems are global not regional.

Miami International Airport has the capacity to continue to grow in the handling of cargo aircraft. These aircraft arrive after hours when landing fees are cheap. The infrastructure is already in place and there is adequate land available west of MIA for warehouses (cargo). In addition, the seaport is nearby. Placing a commercial airport between 2 national parks would contribute to excess noise, pollution and runoff. Converting the base into a university would attract business, a middle class and create jobs for our community. An educated population would serve our community well, and remote Miami Dade County as a leader in environmental sciences.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: GERARD RUSSO

ADDRESS/DIRECCION: 8710 SW 185 TERRACE

CITY/CIUDAD: MIAMI, FL

STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33157

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1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

000336

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/7/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

AS A 30 YEAR RESIDENT IN MIAMI, A BOATER AND A FORMER AIRLINE EMPLOYEE, I BELIEVE THAT THE BEST USE OF THE HOMESTEAD FACILITY WOULD BE TO CONVERT THE BASE TO SOMETHING LIKE THE PROPOSED COLLIER PLAN. I DON'T BELIEVE THAT A COMMERCIAL AIRPORT USE WOULD BENEFIT ANYONE, CERTAINLY THE TWO PARKS. I ALSO WASN'T HAPPY WITH THE HABI DEAL - NO BID - INSIDER DEAL. LETS DO SOMETHING GREAT DOWN THERE W/O ANY HANKY PANKY.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Rick Rahm
ADDRESS/DIRECCIÓN: 16075 SW 102 TER
CITY/CIUDAD: Miami
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33186

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Arlington, VA 22209-2802
FAX: 703-696-8828

000337

Written Comment Sheet - Hoja para Comentarios por Escrito
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Thank you for your input
Gracias por su participación

DATE/FECHA: 2-4-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

We are against having an airport at HAFB. I was born in Homestead unlike a lot of people speaking for an airport. They never will have to have it move in next to their peaceful rural neighborhood. I support the Waterpark golfcourse plan. We visit the Everglades Nat'l Park often and the tranquility is so refreshing. Do not ruin our city, and parks!

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Donald Forsht and Lynn Bannister Forsht
ADDRESS/DIRECCIÓN: 17895 SW 272 ST
CITY/CIUDAD: Homestead, FL
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33031

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

J.D. GORDON
24550 S.W. 188 AVENUE
HOMESTEAD, FLORIDA 33031

000339

February 5, 2000

U. S. Air Force
AFBCA/EX
1700 N. Moore Street, Suite 2300
Arlington, VA 22209-2802

Re: Homestead Air Reserve Base

In the interests of the physical environment, agricultural concerns, and the well-being of all of our citizens in the South Dade community, we ask you to NOT develop Homestead Air Reserve Base into a commercial airport.

We are fruit tree farmers in the Redland area and do not want the impact of the noise of planes overhead day and night (we lived with this in the Miami Beach area) on our quiet farming area. We have seen the black oil specks all over cars etc. near Miami International Airport. Think about what this would do to our farms, animals, people AND the two Parks!

There are jobs available now and no one filling them. If people on welfare, Farm Share etc. really were interested in employment, they would be taking the jobs currently in the advertisements.

There are other uses to which the available land could be put at Homestead Air Reserve Base. Please do NOT allow it to be used as a commercial airport facility!!

J. D. Gordon
LaVerne B. Gordon

J. D. Gordon and LaVerne B. Gordon
24550 S. W. 188 Avenue
Homestead, Florida 33031

Telephone: 305-245-0814

COMMUNITY BANK OF FLORIDA
MEMBER FDIC

000341

February 3, 2000

Homestead Draft SEIS
AFBCA/PA
1700 N. Moore Street, #2300
Arlington, VA 22209-2802

Dear Sir:

Please find enclosed my written comments and thoughts regarding the proposed transfer of the properties of the former Homestead Air Force Base to be utilized as a commercial airport.

You will note from this communiqué that I am in favor of the proposal and describe therein the reasons for my decision.

If you would like further comments, I would be more than happy to discuss them with you. I can be reached during normal business hours at the number below.

Thank you for your time and consideration.

Sincerely,

Robert L. Epling
President

RLE/cs
Enc.

Post Office Box 900400, Homestead, Florida 33090-0400
28801 S.W. 157th Avenue, Homestead, FL 33033 • 305-245-2211 • www.communitybankfl.com

I'm Bob Epling, and I reside within five miles of Homestead Air Force Base in the Redlands, and work within two miles of the base.

My family moved to Homestead in 1955, thus we have experienced the best and the worst of South Miami-Dade County. Graduating from South Dade High School, I have raised my children in South Miami-Dade and now have grandchildren in Homestead. Our roots run deep—and I personally have perhaps traversed as many miles in South Miami-Dade as anyone who has testified.

With two graduate degrees, my company, with 200+ employees, is one of the larger employers in South Miami-Dade. Growing limes, I'm also involved in agriculture. Receiving many blessings, I have had the opportunity of civic stewardship in South Miami-Dade equal to or exceeding most.

I deeply care about this community, and would be hesitant to take any position potentially harmful to its environment or its people. Having fished in Flamingo and Biscayne Bay, I enjoy the benefits of both.

I have followed the BRAC issues on HAFB, read portions of the SEIS, consulted with people whom I respect, and listened to many who sought my advice. Although both proposals may have merit, it would seem that only redevelopment embracing aviation is the best solution for South Miami-Dade and Miami-Dade County.

My conclusion is based upon:

- ✓ Miami-Dade County must have a reliever airport in 5 to 10 years
- ✓ HAFB offers unique advantages, i.e., runway, available land for infrastructure.
- ✓ Two Chambers of Commerce have determined through two independent surveys that 64% and 69% of our local citizens believe aviation economics makes sense
- ✓ South Miami-Dade needs and deserves an economic catalyst.
- ✓ Common sense.

Thank you.

000343

D Carson
625 S E 27th Lane
Homestead, FL 33033
February 4, 2000

Homestead SEIS
AFBCA/EX
1700 N Moore St, Suite 2300
Arlington, Va 22209-2809

Re: Homestead Air Force Base

Gentlemen.

It is my opinion that a new airport in Homestead will not be the answer to Homestead's economic problem. Even if the base could be restored to its' former state, problems would be present that were not realized several years ago. We cannot eliminate all causes for pollution. We must live on this planet. However, any commercial venture such as an airport, to be constructed between national parks and so close to the endangered shoreline, reefs and keys is unthinkable.

The Collier-Hoover Plan is certainly a far better solution. There would still be jobs to be had, whether or not the new proposed community is gated. There will be gardeners and landscapers required to constantly maintain the grounds. The proposed small business park will require employees. If a hotel and golf course is constructed, there will be managers, housekeepers, clerks, groundskeepers, pro shops, possibly a restaurant and gift shops planned. All of these enterprises require personnel.

We are the gateway to the Keys. This is an ideal area for accessibility to Miami and the Keys. The boating, fishing, golfing, National Parks, proposed water park in Florida City make Homestead an ideal place to vacation, to retire or to work and raise a family.

We must not think only of the economics of our immediate area and the fast buck to be made by the $15.00/hr jobs alluded to should the airport be built. Our proximity to the endangered coral reefs, national parks, wildlife and ocean pollution require us to consider a more environmentally friendly solution.

Yours truly,

Dorothy Carson

D Carson

000344

Rodney S Quinn, 2465 SE 7th Place, Homestead, FL 33033
(305) 230 1964

TO: AFBCA/EX
1700 N Moore St, Suite 2300
Arlington VA 22209-2802

Feb 5, 00

FROM: Rodney S Quinn

SUBJECT: Draft SEIS concerning Homestead AFB, FL.

The three main proposals i.e., Airport, Collier-Hoover, and Spaceport, all have strong points and weak points, but the Airport leads in weak assumptions and lack of factual basis. The study essentially ignores public costs versus private costs, government vs private management, and comparative environmenal impact -- all of which speak against a commercial airport.

Which of the proposals would require tax financing and support? What would be the impact on local taxes? Who will underwrite the initial costs and be responsible for future deficits? It is likely that a commercial airport would receive very low marks in any such comparison.

The degree of environmental impact can be argued, but an airport would clearly have the greatest. These three should be compared directly on a common scale.

Management and control of an airport would be under Miami-Dade County government, a future hardly comforting to those familiar with local political history.

Specifically:

1. There is insufficient comparison of the projected commercial and quasi-industrial development with similar facilities -- such as Miami International Airport, a close at hand example. Certainly the quality of life surrounding MIA does not recommend itself to Homestead. Noise levels? Each flight over or near a school means loss of class attention. How many flights will it take to degrade instruction? How much pollution and noise from trucks and light industry? Storage and movment of degradable or hazardoua materials? Crime and public safety?

2. Financial impact on local support structure is neither compared nor measured in sufficient detail. For the city of Homestead, for example, what are the costs and who will finance them? Sewage and waste needs. Storm water runoff beyond the capacity of the small storage lake envisioned. Roads, schools, police, public transportation, hospital, relief agencies would require more tax monies than either of the other alternatives.

3. Aircraft noise and pollution levels projected in the study are based on speculation. Statements such as, " Newer aircraft engines are expected to have lower emissions" or, "Future aircraft are expected to be significantly quieter than existing aircraft" should not be the basis for a decision of a permanent and dramatic nature. Forty years ago the USAF "expected" to very shortly retire the B-52, but it still is our main strategic aircraft, now older than some of the people who help prepare the SEIS study. What happens to South Florida if SEIS "expectations" are similarly ephemeral?

4. A single runway airport would at best marginally profitable; attractive only to operators seeking the very lowest financial cost to themselves. Consequently, the plan drawn by the Miami-Dade County Commissioners called for a future additional runway. However, in response to vigorous environmental challenges in the past few days, the Miami-Dade mayor is already offering to change the County plan. Is a future change back likely? The egregious record of Dade government should discourage optimism.

5. The mantra of "jobs needed" seems to have been accepted as a "given" with little or no study. The dedication of this facility should not be made to satisfy a perceived economic situation without a proven and well studied need. There was insufficient effort to categorize the types of jobs provided or to measure the labor pool in need of and available for such jobs. A large part of the Homestead area labor population, for example, is seasonal agricultural workers. Some other jobless are unwilling or unable to take employment. How many will need training and who will provide such training? Once firm figures are in hand, might not either Collier or Spaceport adequately satisfy job needs?

6. Future adaptablity of the various proposals. Any plan should provide some flexiblity for unforeseen future changes in demographics, climate, economics, or national and state objectives. A commercial airport appears to be an irreversible reconfiguration, setting the facility and surrounding area into cement. It is the least flexible of the three proposals by a considerable margin.

Respectfully,

Rodney S Quinn

Rodney S Quinn, Lt Col USAF (Ret)

FEB. 7 00 10:20 FMA P. 1

000347

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2-08-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I AM ALL FOR THE HOMESTEAD AIRPORT CASO
INTO AN AIRPORT (COMERCIAL OR INT'L
YO ESTOY DE ACUERDO EN CONVERTIR HOMESTEAD
AIR FORCE BASE A UN AEROPUERTO INT'L.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MAS ESPACIO****

NAME/NOMBRE: FERNANDO MONTES
ADDRESS/DIRECCIÓN: 7801 NW 53 ST
CITY/CIUDAD: MIAMI-FL
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33166

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Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

FROM : J. Warren McClure PHONE NO. : 1 305 367 3549 P01

000348

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: February 8, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I am concerned about the impact of an airport on: 1) residents 2) environment of Biscayne National Park 3) Everglades National Park 4) Florida Keys National Marine Sanctuary 5) tourists and visitors.
We are only now coming to realize the world we live in is fragile - The South Florida Keys area is unique - already seeing impact of greater population.
Cathies - Hoover Plan will not only protect this area but will provide many good jobs as well as an effective plan for residents and tourists. NO AIRPORT please!

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MAS ESPACIO****

NAME/NOMBRE: Lois H. McClure
ADDRESS/DIRECCIÓN: 19 E. Snapper Point Dr.
CITY/CIUDAD: Key Largo
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33037

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Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

000351

Fred Rhodes
151 NW 13 Street
Homestead, FL 33030
February 8, 2000

FAX TO: (703) 693-8828

Homestead SEIS
AFBCA/EX
1700 N. Moore Street, Ste. 2300
Arlington, VA 22209-2809

Ladies & Gentlemen:

I was born and reared in Homestead, Florida, am 74 years of age, a businessman, and a former Mayor and Councilman in Homestead for 15 years. I have lived here my whole life, with the U.S. Air Force Base here and when it wasn't here, and I haven't seen that much difference in the economy with or without the Base.

You are being flooded with letters and talk about the need for the development of the Base by people in Miami, Mayors of most Dade County cities, bankers, attorneys, and most of all by the Latin Builders of Dade County who want to build and manage the facility. All of the above have an ax to grind and a wallet wanting to be filled.

The Miami Airport should have done what Austin, Texas did when the U.S.A. closed a base near Austin: the City asked for and received the property and moved quickly to convert the facility into a beautiful, uncrowded Austin municipal airport in less than two years.

Everyone in Dade County will live to be sorry if you allow the Miami connection to build this facility.

Sincerely,

Fred Rhodes

Fred Rhodes

000352

To: U.S. Air Force AFBCA

[illegible]

[illegible] I imagine you to find a quiet way to develop the Air Reserve Base in Homestead Fl. The tri-county area here in South Florida has 5 airports suitable for cargo planes and jets. That is enough! Any thought to portion of our community should be protected from noise and jet exhaust. It would work [illegible] can experience a piece of the "old" Florida with fishing and camping free from the detrimental effects of constant air traffic.

Thank You for Your [illegible]
[illegible] 60 St S. Miami, FL 33143

February 6, 2000 000353

TO: AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

From: Paul J. Mulhern
22540 SW 177 Avenue
Goulds, Florida 33170
(305)247-6572
Toll Free (877)247-6572
Fax (305) 247-6170
E Mail info@groveirm.com

RE: HOMESTEAD AIR RESERVE BASE

Dear Sirs:

I'm thankful that I received an opportunity to speak in person to your distinguished panel. I became quite emotional and probably neglected to state several points you may find of interest.

Currently 1.5 million visitors pass by our South Dade communities to visit the Florida Everglades. This information was reported to the cities, county, and the chamber of commerce on numerous occasions in public and committee meetings. When the question of economic viability is constantly looming, the "powers that be" seem to ignore tourism, the number one economic generator in the entire state and Miami Dade County.

I have served on several committees through the chamber, Homestead Main Street, Tropical Everglades Visitors Association and am on the board of The Redland Tropical Gardens and Botanical Foundation. I'm also a member of the Goulds Coalition of Ministers and many other community organizations. Through much community pressure the Tropical Everglades Visitors association just started to advertise on the World Wide Web several months ago http://www.tropicaleverglades.com Also the Redland Tropical gardens has a new page describing the Redland Historic Agriculture district http://www.theredland.com. The response has been tremendous. All eco/agri tourism was being captured by Naples. European visitors think the Everglades are located in Naples. Also the visitors and convention Bureau cut all funding to the Tropical Everglades Visitors Center just when they found a director with "World Class Marketing Experience". The Chamber works against T.E.V.A. instead of assisting.

It poses a very interesting scenario that the past chairmen of the Chamber were:
Mayor Steve Shiver
Jube Rommero- husband is the vice president of HABDI
David Payton- First national Bank
Chair Elect- Tom Weller of Weller and Losner First National Bank Chairman's son.
Business and Industry Chair- Marlene Porter Vice President Community Bank Mother of Councilman Jeff Porter
Political Affairs Chair - Katy Olsen- a former bar maid who runs an illegal 3 unit bed and breakfast

Last year Katy was opposed to the Airport and very vocal about it.
Representative for south Miami Dade on the Tourist Development Council- Kim Sovia former C.E.O. of the Chamber of Commerce. Currently Kim is the sales director for Thunder Country radio station. The T.D.C. has refused to appoint anyone else from the area.

It's also interesting that Steve Losner(First National Bank Chairman's Son) past president of Main Street, wrote to the state to STOP a grant for the restoration of the Seminole Theater (located on main street)

The Chamber Goals Conference had a resounding tone of " Get those Environmental Terrorists"!! Also "What has Everglades National Park ever done for us?" Members of the community invited to participate (mostly teachers) walked out of the meetings. Isn't it strange that a Farm Bureau is fighting so vehemently for a commercial airport that will impact agriculture negatively. They have spent much more energy, time, and money on the airport rather than finding new marketing strategies for agricultural products. They claim that the farmers cannot farm without land value. Isn't it interesting that they ignore the horticulture industry that has been an economic boom for the area. Tropical Horticulture land is much more profitable as agriculture land. Tropical horticulture has become Miami Dade county's second economic generator. Most of the foliage growers do not agree with Farm Bureau's agenda.

Obviously, we do have extreme environmental groups that would like to fence South Florida and prevent all humans from ever touching native species. However, more of the community recognizes the need for balance and harmony. The Collier/ Hoover plan combined will generate economic growth, increase property values and produce new markets for "Redland Products" and farm land. The Colliers have an excellent track record in Naples for responsible economic growth. Naples has been a sustainable boom economy and all the Colliers did was market the proximity to Everglades National Park. Visit any search engine and type Florida Everglades and the first 200 items that appear will be businesses located in Naples. Nothing appeared about Homestead/Florida City until very recently. We host the MAIN ENTRANCE to the park!

I'm sure your getting the picture by now. I tell you directly that I stand to make a quick fortune if you award the property to the county. My small one and a quarter acre of commercial property would increase in value tremendously. However, I would rather see the area preserved for future generations. Our two National Parks belong to every American. It is imperative to preserve our Historic Agriculture district so America can always feed her own population. There is no where else in the U.S.A. and very few places in the world where such a wide variety of crops and foliage can be grown and maintained.

I point out that your own study shows that the while the cargo airport provides jobs it is the most risky to the environment and quality of life of our residents. Moreover, the trend toward robotics and automation will make many of those jobs obsolete in the near future. Furthermore, you might notice that Miami International Airport is riddled with scandal and corruption. The argument that the Base should belong to the public is ludicrous. HABDI walked out of numerous public meetings when the questions got tough. They are a private, profit driven group of irresponsible developers. Please help us to preserve and create a south Miami Dade County that will be sustainable for generations to come!!!

Very Truly Yours,

Paul J. Mulhern

02/08/2000 12:30 305-230-7110 EXECUTIVE OFFICE PAGE 01

000354 PAGE 1 OF 2

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2-8-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

PLEASE consider the Commercial Airport for Homestead Air Base. It will provide **good** paying jobs and boost the severely hurting economy of South Miami-Dade County. Good paying jobs will automatically bring in higher values in our community.

Homestead was a thriving area before Hurricane Andrew, now it's a dead zone for both its citizens residing there AND for the local businessman who is trying to make a living. Neither our citizens nor our businesses will survive the very near future if a **good** plan for the Air Base land is not adopted.

CONTINUED ON PAGE 2

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: PATRICIA OTTO
ADDRESS/DIRECCIÓN: 13242 SW 262 TERRACE
CITY/CIUDAD: HOMESTEAD
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33032

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Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

02/08/2000 12:30 305-230-7110 EXECUTIVE OFFICE PAGE 02

PAGE 2 OF 2

The golf course would be a "nice to have" in our area, but we already have the beautiful Redland Country Club for our area golfers. And let's face it, a caddy makes less than half of what an airport worker makes. An office park won't survive. As I stated previously, our businesses are dying or dead now. Who in their right mind would want to start a business in such a depressed area? The office park structure would stay empty for years and years, not providing the needed jobs that the airport would. If locals and tourists want to see an aquarium, they can go to other parts of our beautiful country. Our area is known for its reefs, snorkeling and scuba diving. Locals and tourists can see the real thing in our Bay and ocean waters.

I understand cutting back on the military budget which includes closing of certain air bases around our country. I also understand how badly it affects any local economy when a base is closed. The Air Force has a TREMEMDOUS opportunity to make Homestead Air Base a showcase on how the military/government can work in conjunction with the local economy to provide the best possible solution for all involved. That best possible solution for Homestead is a commercial airport. Let's bring in the right solution and bring Homestead back to what it used to be – a thriving and beautiful place to live.

Thank you for your time and consideration.

Patricia Otto
13242 SW 262 Terrace
Homestead FL 33032

000357

2-9-00

Faye C. Snyder
11863 SW 99th St
Miami, FL 33186-8514

US Air Force

Gentlemen.

Please register my vote in the affirmative to build the Airport at Homestead, Fl. I believe that poverty poses a greater impact than we would get from any environmental problem. If we listen to the Sierra Club with its anti-development, anti-progress, anti-technology, anti-business, anti-establishment institutional ideas, we would be going backwards. Please go in favor of building the airport.

Sincerely,
Faye Snyder

000358

2-8-2000

Dear Sirs,

My name is Richard Michelena and I was born and raised in Miami. I've lived here 45 years and enjoyed the beautiful waters and outdoors of Miami and the Florida Keys.

This city has grown into a very large metropolitan area bringing along with the growth both good and bad situations. The once pristine waters are a thing of the past in North Biscayne bay and in order to VIEW beautiful clean waters and reefs you must travel south to Homestead and the Florida Keys. The offshore waters of these areas are truly beautiful.

The Peace and Tranquility of these areas surrounding Homestead Air Force Base must be preserved for future generations. It astounds me to understand how a commercial airport could be considered in an area between two National Parks who are so ecollogically sensitive.

The noise and air pollution from this airport would certainly destroy these areas as we now know them. A peaceful day just drifting in a boat across the grass beds in South Biscayne bay fishing for seatrout would end. Just the intrusion of the noise associated with jets taking off and flying overhead would spoil the entire outdoor experience for countless residents and tourists.

I know from experience that a State Park in Ft. Lauderdale was affected this way. John U. Lloyd State Park has a commercial airport just to the west of it and the feeling of being in the great outdoors is completely ruined by the constant takeoffs and noise associated with the airport.

I hope the decisions that are made concerning this issue are wise ones that will preserve these beautifully unspoiled areas for many generations to come.

Sincerely, Richard Michelena

THE FIRST NATIONAL BANK OF HOMESTEAD

000363

February 9, 2000

AFBCA/EX
1700 North Moore Street, Suite 2300
Arlington, Virginia 22209-2802

Gentlemen,

I am writing to convey my comments concerning the Draft Supplemental Environmental Impact Statement (SEIS) concerning Homestead Air Force Base

As you are aware, I served as the Department of Defense Transition Coordinator for Homestead AFB from 1994 to 1996 Four years after leaving that position, I am totally frustrated by the lack of progress made towards converting the property to economic uses which can offset the impact of Base Realignment decision handed down in 1993. As our Mayor is fond of saying, "It took less time to win World War II"

My comments will be constrained to a review of the Summary Document as I have not had the time or the resources to analyze the total study The bulk of my comments will address broad, conceptual issues, however there are editorial comments included at the end of this letter

1. In dealing with the issue of "Who Has Prepared the Draft SEIS ?" [sic], page 1. As all of the proposed options for reuse of the facility are economic development plans, I find it lamentable that the federal agency responsible for promoting Commerce within our nation was excluded from participating in the preparation of the SEIS Similarly, the lack of input from the Department of Defense's Office of Economic Adjustment appears to be a major omission. The exclusion of non environmental organizations as cooperating agencies casts heavy doubt on the objectivity of the document

2. Relative to "Nearby National Parks: Biscayne National Park", page 14 I find this entire section extremely biased and basically Park Service propaganda.

   As the core issue at debate is the ability of the Park to coexist with an airport, you should reflect the fact that the Biscayne Bay National Monument was not established until 1968 – at which time a fully operational Air Force Base supporting B-52, KC-135, C-124 and F-4 operations was in place As I remember, the water injected KC-135 was one of the noisiest airplanes the Air Force ever flew and the eight engined B-52 was not far behind By the time the National Park was established in 1980, the Park Service had to be fully aware of the of the impact of the airbase on the Park and found it at least tolerable, if not desirable

   My discussions with BNP Superintendent Frost indicate the primary purpose of establishing the Monument/Park was to preserve the natural resource, not to provide an enriching visitor experience Consequently, I find it hypocritical for NPS to now try to try to impose a natural quiet/solitude environment that did not exist at the time the Park was established It appears the Park Service is trying to accomplish a major "windfall" improvement inside the Park at the expense of the Homestead economy Moreover, it seems irrational that the Park Service should be able to establish a National Park adjacent to a major urban and then expect to impose wilderness noise standards in the area.

1550 North Krome Avenue Homestead Florida 33030 / 1750 N.E. 8th St., Homestead, Florida 33033
Homestead Air Force Base Homestead Florida 33039 / 25151 South Dixie Highway, Princeton Florida 33032
17770 South Dixie Highway, Perrine Florida 33157
Locally Owned Telephone (305) 247 5541 Locally Operated

3 Relative to "Environment in the Vicinity of the Former Base", page 16 Para 3 The discussion of agriculture is superficial and gives incorrect impressions of the industry If you wish to address agricultural economy, I refer you to the various the studies done by the University of Florida's Institute of Food and Agricultural Science

4. Relative to "Alternatives". Although the format of the SEIS is dictated by government directives, one significant issue has been omitted – and that is the level of activity at Homestead AFB and impacts from those activities prior to Hurricane Andrew There is a general feeling among the non environmental community that those levels – particularly the noise levels – were widely tolerated and are the most valid standard for comparing the impact of the various alternatives now being considered Today's limited Air Force activity levels are not a valid comparison standard and should not be the standard used to judge the incremental impact of the other alternatives

5 Relative to "Proposed Action: Homestead Regional Airport", page 18 As presented, the discussion of the Airport Option provides no justification for the alternative The SEIS fails to address the airport option within the context of the needs of Miami-Dade County for an additional commercial airport and the impact on the Great Miami economy should the airport option not be adopted (e g. 25 % of the Miami-Dade County economy is aviation related and 95% of the tourists arrive via aircraft)

Similarly, the fact that Dade County has searched for two to three decades to find an additional, suitable airport site should be addressed Your summary should trace the evolution from the Jetport through the two Northwest Dade sites to the numerous studies and reviews which led to the selection of Homestead as perhaps the last alternative available to the County I am extremely disappointed the FAA has not addressed the need for additional capacity in the national aviation system – especially since they championed joint military/commercial operations at Homestead Air Force Base significantly prior to Hurricane Andrew and the subsequent Base Realignment action

Surely, a decision as to the future use of the facility has to be based on the full scope of the needs of the nation and the community – not just the environment and the National Park System The SEIS does not – other than job creation – address the positive aspects of the proposed alternatives

6. Relative to "Commercial Spaceport Alternative", page 22 This alternative needs the same type of basic justification requested for the Airport option The nation has a significant space launch shortfall and any effort to satisfy that need will address a national interest. That aspect is not reflected in the SEIS

7 Relative to "Mixed Use Alternative", page 24 One of the underlying arguments that convinced the Base Closure and Realignment Commission to recommend the return of the Air Force Reserves and Air National Guard to Homestead in 1993 was the commitment of Dade County to assume the responsibility for operating the airfield, and – in doing so – to absorb a significant portion of the airfield operating costs None of the mixed use options provides this alternative funding source for airport operations and thus returns the total funding burden back to the Air Force. My experience with the FY 91, 93 and 95 BRACs leads me to believe adoption of a mixed use option – which does not include aviation – will make Homestead Air Reserve Station extremely vulnerable in future Base Closure reviews.

While a future Base Closure Commission has not been authorized by Congress, it has been repeatedly requested by the Air Force and the Department of Defense (DoD) Most reasonable observers agree it is only a matter of time and DoD is specifically requesting two rounds in 2003 and 2005 This issue needs to be addressed by the Air Force in the discussion of the Mixed Use alternatives.

8 Relative to the "Mixed Use Alternative Collier Resources Company Proposal", page 26 The federal property disposal directives provide a highly structured process to determine who is eligible to apply for and receive surplus/excess government property As I remember my Base Transition Coordinator training, once a Department of Defense property is declared surplus and excess, the other federal agencies have a specific window of opportunity to request the property Once the window has closed, they have lost their opportunity to claim that property.

In the case of Homestead AFB, I believe that window closed out sometime in early 1994, but certainly prior to the Air Force's issuing of the initial Record of Decision in late 1994 As such, I question the Department of the Interior's ability to request the property at this point to enable the implementation of the Collier Mixed Use alternative.

9 Relative to "Protection of Nearby National Parks", page 38 While no one denies the need to protect the National Parks, that factor alone can not be the only criteria addressed when making a decision concerning the future of the Homestead Air Force Base property – yet the Parks seem to get disproportional emphasis in the SEIS

10. Relative to "Buffer Lands", page 60 The National Park request to impose a Buffer Area between the airfield and the Park seems to be a tacit admission that they made a significant error when establishing the Park in 1968/1980 The irony is that the Park Service now proposes to correct that error, not by buying the additional land from the owners, but by imposing development and zoning restrictions that will drastically reduce the value of the property and the ability of the owners to use their land Virtually every farmer in the area agrees – that due to the financial aspects of farming – the quickest way to drive agriculture out of the proposed Buffer Area is to restrict the property to agricultural uses

11 Relative to "Safety", page 62 Pre Hurricane Andrew bird strike data is needed to do a rational comparison Reduced levels of operation at the base since 1992 have allowed bird populations at the base to expand from pre hurricane levels and do not serve as a valid standard to project to a period when significantly more human activity will be in the area.

12 Relative to "Possible Airport Expansion", page 64 One of the factors considered when proposing a second runway was to increase safety by separating widely disparate aircraft operations This factor is not addressed in the SEIS Summary but should be included

13 Relative to "Mitigation Measures Not Already Included in the Proposed Action", page 85 The narrative implies the recommendations from the two committees were endorsed by the South Florida Ecosystem Restoration Working Group That is not true. In fact, the recommendations of the Issue Team were so controversial that the Working Group formed the Subcommittee to try to find compromise language that was acceptable to the Working Group The subcommittee was unsuccessful in that task and the Working Group could not reach an agreement to support the Issue Team's recommendations As such, the reports were forwarded to the South Florida Ecosystem Restoration Task Force for information only. The inference that the recommendations were endorsed by the Working Group needs to be corrected or the section deleted

Editorial Comments:

1 Page 8, para 4, line 2: I believe the correct term is "interdiction" vice "intervention".

2. Page10, para 3, line 11: Of the 1,961 personnel assigned to the base, 1,141 are Traditional Reservists who are only at the base for periodic training requirements Without this qualification, your statement – while technically correct – greatly distorts the importance of the Reserve presence remaining at the base.

3. Page 12, para 2 My conversations with the City staff do not support your statement that "... 487 acres of previously undeveloped land have been developed for primarily residential and commercial uses " I can only wish that our community had seen that kind of growth since Hurricane Andrew!

4 Page 32-33, Comparison Matrix, Aircraft Operations: This table reflects significant increases in the number of Aircraft Operations in the Year 2000 for every alternative, but reflects no increases in any other factor. The magnitude of the increases seems improbable - especially in the case of the Mixed Use alternative – and the assertion that they could be accomplished without any other impact on the facility seems counterintuitive

5. Page 68-69, Summary of Environmental Consequences, Transportation: The Mixed Use Alternative is projected to have no impact on emergency evacuation time. Yet the number of vehicle trips projected for this option is similar to those estimated for the Commercial Airport alternative which is expected to increase evacuation time. It would seem that increased vehicle movements would be directly related to evacuation time. Consequently, I don't understand the difference

6. Page 78-79, Summary of Environmental Consequences, Water Resources Paragraph three indicates ammonia in the groundwater beneath the base is slowly being transported to Biscayne Bay Yet paragraph four indicates the Boundary Canal generally contains materials spilled at the airfield. Need to explain the differing interpretations

In closing, I wish to unequivocally state my skepticism about the usefulness of the ongoing Public Hearings. Given the public statements issued by Secretary of Interior Babbitt and EPA Administrator Browner in opposition to the commercial airport option, it appears the Clinton Administration has made up its decision concerning the future of Homestead Air Force Base The NEPA process has been unalterably corrupted. My question now is if Vice President Gore and the Council for Environmental Quality have already drafted the new Record of Decision for the Air Force?

Sincerely,

Michael E Richardson
Vice President
Government Relations and Marketing

000364

20710 Anchor Road
Miami, Florida33189-1602
February 8, 2000

U S. Air Force, AFBCA/EX
1700 N Moore Street, Suite 2300
Arlington, VA 22200-2802

Dear Sir or Madam:

I read in the Neighbors Section of the Miami Herald that you are accepting comments on the environmental impact if a cargo airport were to be built at the former site of Homestead AFB, Homestead, Florida.

As you probably know, after Hurricane Andrew destroyed the base, the Miami-Dade County Commission gave a group of their political friends a contract to build a cargo airport at the old AFB site This was accomplished without opening of bids or a county referendum Many local residents and environmentalists have been fighting their plan But the politicians have remained strong in support of building a cargo airport on the property, placing emphasis on the number of people who will find jobs They forget that increased population will ruin the stability of the small cities in the area, increase the traffic to an intolerable level, and most important would adversely affect the environment of the national parks in the area. Only two politicians are openly against this plan, Miami-Dade Commisson Katy Sorenson and former Homestead City Commissioner Steve Bateman

The Collier family is offering a plan for business spaces, golf courses, an aquarium, and a park This plan would protect the environment and bring in jobs, but not saturate the population and traffic.

The main problem is that the cargo airport would totally ruin the environment of the national parks in the area. Even residents of northern Monroe County, Florida, are very concerned about how all the many flights of all types of cargo planes will destroy the ecology of the national parks

I implore you to use your influence to defeat any plan for a cargo airport at the former Air Force Base site

Sincerely yours,

Launette R. Young

(Mrs) Launette R. Young

000366

February 8, 2000

To Whom It May Concern:

My name is Christina Hacker. I am a sophomore at a local high school, Coral Gables Senior High, and I was recently informed that the government is planning to build an airport in Homestead. This airport would have over 250,000 flights a year, one every minute. The constant pollution and noise from these planes would damage what people have been trying to preserve for much longer than airplanes flew the sky. These plants and animals that dwell in the Everglades and Biscayne Bay are a vital part of our ecosystem. Not only are they a part of the food chain, but they have brought smiles to the faces of people from toddlers to octogenarians. Although technological advancements and job creation are necessary in they twenty-first century, we can not destroy the territory where we are trying to build our future, especially when there are other locations. Please reconsider building this unnecessary airport to save and help all of us.

Sincerely Yours,

Christina Hacker

000367

Jacquelyn Esco
7000 S.W. 124 St
Miami, Fl. 33156
(305) 235-3060

US Air force
Homestead DEIS
AFBCA/EX

To whom it may concern,
Although I have son who has flown into Homestead AFB Base as an Air force pilot, I am very opposed to the re-building of a base down there. If there is a satellite of Mia Int. Airport, the increase in flights from AFB of 25,000 flights per yr. will increase to 250,000. Protect the Everglades, save the herons save what we have left forget the corrupt politicians. Thank you Jacquelyn Esco

ORCA

000368

OCEAN REEF COMMUNITY ASSOCIATION

February 10, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

Re: Homestead Air Base Reuse

Dear Sir:

I am enclosing 34 written comment sheets along with an additional suggestion sheet that have been delivered to this office for mailing to you.

Thank you for you consideration.

Sincerely,

David C. Ritz,
Community Administrator

DCR:sp

Enclosures (35)

24 Doctors Lane #505 • Key Largo, Florida 33037
(305) 367-3067 • Fax 305 367-4246 • orca@reefnet.com

Suggestions for Airport comment sheets

I strongly oppose the HABDI Homestead Airport development because of its impact on the already struggling environments of Biscayne Bay and the Florida Everglades.

I oppose the HABDI Homestead Airport development because of the noise and water pollution that it will create above my home and surrounding waters.

I vehemently oppose the HABDI airport development for environmental reasons. I do support the Collier-Hoover Environmental Group's plan that would protect the environment and create jobs.

I oppose the HABDI airport development. With our government spending 8 billion dollars to restore the damage in the Everglades it is ridiculous to build an airport which can only defeat the purpose. I support the Collier-Hoover plan.

The proposed HABDI airport development would be a environmental nightmare. Make a WIN/WIN situation by choosing the Collier-Hoover plan that would least likely harm the environment, create new jobs and would continue to encourage tourism to South Florida.

000369

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input / Gracias por su participación

DATE/FECHA: Feb. 10 -/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I REALIZE THAT MORE JOBS ARE NEEDED IN THE HOMESTED AND SURROUNDING VICINITIES, BUT THERE HAS TO BE MORE SOLUTIONS THAN THE PROPOSED AIRPORT! WHO WANTS ALL THAT SOOT, NOISE AND CONTAMINATION ABOVE THEIR NEIGHBORHOOD? I ACTUALLY BELIEVE THAT THE COLLIER-HOOVER PLAN IS ONE GOOD WAY TO ACHIEVE A BETTER SOLUTION TO THIS POLUTION DANGER TO ALL & THERE HAS TO BE!

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Jannette Wiseman
ADDRESS/DIRECCIÓN: 102 CREEK HOUSE
CITY/CIUDAD: Key LARGO, FLA 33037
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

Se publicarán sus comentarios en el SEIS FINAL. Favor de no incluir su dirección personal si no desea que esta aparezca en el SEIS FINAL. El hecho de proporcionar esta información es considerado como su consentimiento para publicarla

Please hand this form in or MAIL BEFORE March 7, 2000 to:
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AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

000370

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input / Gracias por su participación

DATE/FECHA: 2/8/2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

As I am strongly against the project as it comes up for a vote I will vote against it and any elected official who supports it. As an economically disadvantaged fisherman who is stuck & trying to make a living commercially, they also decidedly what I can and can't do.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Calvin T. Goodell
ADDRESS/DIRECCIÓN: 555 La Palma Rd.
CITY/CIUDAD: Key Large, FL 33037
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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000371

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input / Gracias por su participación

DATE/FECHA: 2/7/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

PLEASE NO AIRPORT. IT CONTRADICTS THE $8 million TO SAVE THE EVERGLADES.

PLEASE TAKE THE COLLIER-HOVER PLAN. THAT IS A WIN WIN SITUATION.

Thanks
Natasha Pace

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Natasha Pace
ADDRESS/DIRECCIÓN: 4 Highway Road
CITY/CIUDAD: Key Largo
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33037

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000372

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2-7-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I strongly oppose the construction of an airport in Homestead, FL. This would damage our reef waters & palms.

Linda Noble

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Linda Noble
ADDRESS/DIRECCIÓN: 20 Card Sound Rd L
CITY/CIUDAD: Key Largo Fl
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33037

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000373

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/8/2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

The airport would have a terrible impact on the uniqueness of the Everglades. We would rather have a longer drive to Miami Airport — and leave Everglades unscathed.

NO!
Airport

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: L. Grunow
ADDRESS/DIRECCIÓN: 58 Marlin Lane
CITY/CIUDAD: Key Largo FL 33037
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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000374

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2-7-99

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I oppose the HABDI airport development. With our government spending $ billion dollars to restate the damage in the Everglades, it is ridiculous to build an airport which can only defeat the purpose. I support the Collier-Hoover plan.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Elizabeth A. Cadwell
ADDRESS/DIRECCIÓN: 13 N. Bridge Lane
CITY/CIUDAD: Key Largo
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Fl. 33037

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000375

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2-7-2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I oppose the airport due to the impact on the environment.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: July Hawker
ADDRESS/DIRECCIÓN: 24 Dockside Lane #24
CITY/CIUDAD: Key Largo FL 33037
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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000376

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: Feb 6/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I oppose the airport due to environment — I support the Harris-Chase plan.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MAS ESPACIO****

NAME/NOMBRE: Pat Hensel
ADDRESS/DIRECCIÓN: 23 Sailfish Creek
CITY/CIUDAD: Key Largo Fl.
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33037

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000377

Written Comment Sheet - Hoja para Comentarios por Escrito
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Thank you for your input
Gracias por su participación

DATE/FECHA:

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I believe making the Homestead Air Base into a commercial airport for Cargo would be a great detriment to the environment for a large surrounding area.
I would encourage the Collier-Chase Win-Win plan which will provide jobs and protect the invironment!

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MAS ESPACIO****

NAME/NOMBRE: JoAnne V. Brooks
ADDRESS/DIRECCIÓN: 24 Dockside Lane #156
CITY/CIUDAD: Key Largo
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33037

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000378

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2-07-2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I strongly oppose the HABID plan for the Homestead Airport.
I support the Mooney/Collier plan

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MAS ESPACIO****

NAME/NOMBRE: Marilyn Williams
ADDRESS/DIRECCIÓN: 13 Galloway Road
CITY/CIUDAD: Key Largo, FL 33037
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Florida 33037

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000379

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/7/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

We do not need airport for jobs - more better & more readily available with resort development.
I oppose airport & am in favor of Collier-Hoover. Airport would not only be noisy but another political mess.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MAS ESPACIO****

NAME/NOMBRE: Jean R. Schneider
ADDRESS/DIRECCIÓN: 33 Cardinal Ln
CITY/CIUDAD: Key Largo FL
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33037

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1700 N Moore St., Suite 2300
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FAX: 703 696-8828

000360

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2-7-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Due to the negative impact of the environment of this area, I strongly disfavor the airport being built in Homestead. The beauty of the area, the uniqueness of life in the back bays, etc, etc, all would be adversely affected by the negative impact the airport would bring. Tourism would be greatly affected - prohibiting less job opportunities.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Sarah Jane Higgera
ADDRESS/DIRECCIÓN: 414 Papaya ST #69
CITY/CIUDAD: Goodland, Fl 34140
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

000361

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/7/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

It saddens me to think that the fragile ecology here in the Keys would possibly be challenged by the plans to re-introduce an airport in Homestead.
The Collier Plan appears to be a viable alternative, supplying Opa locka while not disturbing the Everglades, fauna and flora.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Joyce Goldberg
ADDRESS/DIRECCIÓN: 900 Bay Dr.
CITY/CIUDAD: Miami Beach, Fla 33141
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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Gracias por su participación

DATE/FECHA:

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Homestead Air Force Base should not be a problem anyhow. The noise and impact on local area would be very negligible. There is other bulldozed vehicles would serve So. Fla better — some of these have been suggested

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Rosario Schiavone 33 Cardinal Lane Key Largo
ADDRESS/DIRECCIÓN: 33 Cardinal Lane Key Largo
CITY/CIUDAD:
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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Thank you for your input
Gracias por su participación

DATE/FECHA: FEB 10, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I oppose the proposed Homestead airport
I support the Effort to protect the Environment and create more jobs via the Collier-Hoover Plan

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Babbie Hoodman
ADDRESS/DIRECCIÓN: 80 SNAPPER Ln.
CITY/CIUDAD: Key Largo Fla. 33037
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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Thank you for your input
Gracias por su participación

DATE/FECHA: Feb. 8 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I oppose the Homestead Airport development because of noise infringement of the Everglades National Park. I support the Collier Hoover Plan.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Jack Goodman
ADDRESS/DIRECCIÓN: 80 Snapper Ln.
CITY/CIUDAD: Key Largo Fla
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33037

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2-8-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I oppose the airport but support the Collier-Hoover plan!

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Martha Farell
ADDRESS/DIRECCIÓN: 42 Coral Sound Rd
CITY/CIUDAD: Key Largo
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Fl. 33037

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/7/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

We are vehemently opposed to the use of the airport at Homestead as proposed. We are in favor of the plan that will not damage the everglades or the coral reefs. We are so sensitive environment, it would be a disaster to have the Homestead airport opened especially when the alternatives are far more desirable. Please consider the alternate plan!

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Rene Lake
ADDRESS/DIRECCIÓN: 30 Halfway Road
CITY/CIUDAD: Key Largo, Fl.
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33037

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2-7-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Oppose the airport!!!
Can't support the Collier-Hoover plan!

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Martha Farell
ADDRESS/DIRECCIÓN: 42 Coral Sound Rd
CITY/CIUDAD: Key Largo
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Fl. 33037

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/7/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I oppose the airport, but support the Collier-Hoover plan!

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Jodi Zipperer
ADDRESS/DIRECCION: 5 South Pillsan Drive
CITY/CIUDAD: Key Largo, Florida 33037
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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Thank you for your input
Gracias por su participación

DATE/FECHA: Feb 8/2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I strongly oppose the Homestead Airport Development because of
1. Irreparable Environmental issues
2. Water pollution
3. Over sprawl spending
On Primary vote I support the Collier-Hoover Environmental Group plan that would protect the Everglades & jobs

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Mrs. S. McGrath
ADDRESS/DIRECCIÓN: Ocean Reef Club
CITY/CIUDAD: Key Largo, Fla
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33037

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Thank you for your input
Gracias por su participación

DATE/FECHA: Feb 8/2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I STRONGLY OPPOSE THE AIRPORT

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: SHIRLEY A. WELLER
ADDRESS/DIRECCIÓN: 22 CHANNEL CAY RD
CITY/CIUDAD: N. KEY LARGO FLA
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33037

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Thank you for your input
Gracias por su participación

DATE/FECHA: Feb 18 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I, STRONGLY OPPOSE THE BUILDING OF THE HOMESTEAD AIRPORT DEVELOPMENT.
THIS AIRPORT WILL FOREVER RUIN THE ENVIRONMENT, & THE HEALTH OF ALL THOSE PEOPLE THAT WOULD BE AFFECTED BY THIS

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: MARLENE DEL ZOTTO
ADDRESS/DIRECCIÓN: OCEAN REEF CLUB
CITY/CIUDAD: KEY LARGO FLA
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33037

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Thank you for your input
Gracias por su participación

DATE/FECHA: 02/07/2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I oppose, very strongly, the Homestead Airport development, because of its impact on strugglng environments of Everglades.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: MARIANNE Allen Holmbraker
ADDRESS/DIRECCIÓN: 320 MAHOGANY DR
CITY/CIUDAD: Key Largo FL 33037
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33037

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/8/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I oppose the Homi Airport development for environmental reasons. I do support the Collier-Hoover environmental group's plan that would protect the environment and create jobs

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Cathy Ryan
ADDRESS/DIRECCIÓN: 3 Spray Rd.
CITY/CIUDAD: Key Largo, Flo.
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33037

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Thank you for your input
Gracias por su participación

DATE/FECHA:

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I strongly oppose the Homestead Airport development for the ecological reasons of the region or Everglades plus cause pollution to a high score level!

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Eleanor Castronovo
ADDRESS/DIRECCIÓN: 10 Barlow Lp. Unit B
CITY/CIUDAD: Key Largo, Fl.
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33037

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/7/2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I oppose the Dade Homestead airport development for environmental reasons. I do support the Collier-Hoover Environmental Group's plan that would protect the environment and create jobs.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Sally Peterson
ADDRESS/DIRECCIÓN: 84 Snapper Lane
CITY/CIUDAD: Key Largo,
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Fl. 33037

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2-8-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I oppose the HABDI Airport development for the environmental reasons. I do support the Collier Hoover Environmental Champion plan that would protect the environment and create jobs.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Arlene J Kupper
ADDRESS/DIRECCIÓN: 24 Dockside Lane #458
CITY/CIUDAD: Key Largo, Fl.
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33037

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/7/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I strongly oppose the HABDI Homestead Airport development because of the impact on the Environment of Biscayne Bay & the Everglades

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Mary Lovell
ADDRESS/DIRECCIÓN: 126 Bahama Ave
CITY/CIUDAD: Key Largo
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Fla 33037

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2-7-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

BOTH PLANS ARE NECESSARY BUT ONLY ONE CAN BE APPROVED

MAKE IT A WIN/WIN SITUATION by CHOOSING THE ONE LEAST LIKELY TO HARM US — THAT IS THE HOOVER/COLLIER PLAN

IT WILL BRING MANY JOBS AND TOURISTS AND KEEP US HEALTHIER.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: MRS. G. SMOLAN
ADDRESS/DIRECCIÓN: 303 CREEK HOUSE.
CITY/CIUDAD: KEY LARGO
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33037

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Thank you for your input
Gracias por su participación

DATE/FECHA: Feb. 7, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

NO! NO! To the Airport — We are spending millions to save the everglades — State Rights saved by State & Federal funds — Save one land from all the developments to one land from putting in an airport — Consider other alternatives!!

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Mrs. Ann B. Aiken
ADDRESS/DIRECCIÓN: 24 Dockside LANE Apt #459
CITY/CIUDAD: Key Largo Fl
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33037

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

000400

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: Feb 8, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

This airport would be devastating to the environment of our community. I support the Collier project

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MAS ESPACIO****

NAME/NOMBRE: Kerry W Townsend
ADDRESS/DIRECCIÓN: 29A Snapper Lane
CITY/CIUDAD: Ocean Reef Club
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Key Largo, FL 33037

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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FAX: 703-696-8828

000401

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/7/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I oppose the HABOI Homestead Airport because of the noise & water pollution it will create above my home & because of the damage it will cause to the environment.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MAS ESPACIO****

NAME/NOMBRE: Frances Ford
ADDRESS/DIRECCIÓN: 41 Card Sound Rd.
CITY/CIUDAD: Key Largo, FL.
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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000407

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2-7-2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

THIS IT GREAT OPPORTUNITY FOR MIAMI, HOMESTEAD, NARANJA AND FLORIDA CITY.
WE NEED THIS AIRPORT ASAP. TO BRING MORE JOBS AND TO HAVE LESS HOMELESS FAMILIES, MORE INCOME FOR HOMESTEAD. THIS PROJECT WILL BRING RAPID GROW TO ALL THIS AREAS ECONOMY UP AND TO OPEN A BIG DOOR TO LATIN AMERICAN MORE BUSINESS INVESTORS WILL COME TO HOMESTEAD FL. I SUPPORT TO CONVERT THE FORMER HOMESTEAD AIR FORCE BASE INTO A COMMERCIAL AIRPORT, THIS IT IMPORTANT!

MANNY CHACON
Manager
LABOR FINDERS
Miami (305) 545-8877 Hialeah (305) 987-0520 Homestead (305) 242-0339
www.laborfinders.com

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MAS ESPACIO****

NAME/NOMBRE: MANNY CHACON, MANAGER OF LABOR FINDERS
ADDRESS/DIRECCIÓN: 1279 W. FLAGLER ST.
CITY/CIUDAD: MIAMI,
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FLORIDA 33135

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AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

000410

15425 S.W. 88 Avenue
Miami, FL 33157
February 9, 2000

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802

Re: Public Hearings for Homestead Draft SEIS

Gentlemen:

I am upset that U.S. citizens across the entire United States of America were not involved in the public hearing regarding the proposed transfer of Homestead Air Force Base property to Miami-Dade County for development as a commercial airport.

This proposed transfer and airport will affect two (2) national parks and numerous federal wildlife sanctuaries if it allowed, and I believe all U.S. citizens have a right to express their opinions on this transfer. You did not even hold a public hearing in the Upper Keys, and the residents of the Upper Keys will be directly impacted (they are in the flight paths) if this area is developed into a commercial airport.

Is this a return to taxation without representation. That is the norm in Miami-Dade County, but I had hoped it was not true elsewhere – guess I was incorrect. The Miami-Dade County government should not be allowed to develop this property-corruption, fraud and greed are too commonplace here. Don't you read the paper or watch the news?

I urge you to hold additional public hearings across the United States. Let the people have a say in what they are paying to preserve. Jet fuel and noise will probably be the final blow to Biscayne National Park and Everglades National Park. In addition, I don't feel too safe having a nuclear power plant in the flight path of the proposed airport.

Sincerely,

Joan M. Clark

Joan M. Clark

000411

February 3, 2000

Joseph N Hoyt
541 San Esteban Avenue
Coral Gables FL 33146

305-661-2263

U.S. Air Force
Homestead SEIS
AFBCA / EX
1700 North Moore Street
Arlington VA 22209-2802

To Whom It May Concern:

I am writing to express my opposition the transfer of the Homestead Airbase as proposed to the HABDI group to serve as a commercial airbase.

Without going into the myriad issues surrounding the questionable nature of the "no-bid" aspect of the transfer by Dade County to the HABDI organization, the reasons for denying the airport option and selecting one of the proposed alternatives are many and should be obvious.

The commercial airport is simply too close to both Biscayne National Park and Everglades National Park. While some contend that there will be little pollution of the nearby environment, the risk that they are wrong about this and the potential damage to the Parks is simply too great to take the chance. You must take the lead now to remove the threat the airport poses to these national treasures.

Either of the proposed alternatives, the Collier Resources land swap plan or the Lacy Hoover Chase development will provide the Homestead area with a very sound economic boost. Both of these plans appear to take into account the sensitive nature and proximity of the Parks.

As a South Miami-Dade county business owner I am aware of the need of economic redevelopment of the area. No one wants to deny the citizens real opportunities for recovery from the loss of the Air Force base, but we must not do so at the expense of two of our most beautiful and fragile National Parks.

Thank you for your attention.

Very truly yours,

Joseph N Hoyt

000412

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: _____

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I would hope that in this era of environmental concerns for the ecology of our parklands you would seriously consider the Chase/Collier option of an environmentally friendly project for the Homestead airforce base rather than an environmentally damaging airport... which would seriously pollute and destroy the Everglades, Pennekamp and Biscayne Parks. We are so very lucky to have the true beauty of nature in this area and owned so HOPE to preserve it for future generations. The Chase/Collier plan would not only preserve it but would enhance the entire area and provide sustained employment in the best way possible. An airport is also counter-productive to all the funding to preserve these parks. Think of your children and grand children - give them a chance to enjoy nature at its FINEST.

thank you

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Cynthia Jennings

ADDRESS/DIRECCIÓN: 13 angelfish Cay Drive

CITY/CIUDAD: Key Largo

STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33037

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Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

Homestead SEIS
AFBCA/EX
1700 North Moore St.
Suite 2300
Arlington, VA. 22209-2802

2/9/00

000416

Dear Sirs,

This letter is written to oppose the Air Force's proposed transfer of the Homestead Air Reserve Base in Florida to Miami-Dade County for the development of a large commercial airport.

We are homeowners in the Ocean Reef Community on Key Largo and are greatly concerned about the environmental destruction that would result from a large airport. Alternative proposals for development of the Homestead base are available and are far more compatible with the adjacent national parks and the Florida Keys, while also providing a big economic boost to the area. There are alternative sites for a commercial airport in South Florida.

Please consider alternatives to the commercial airport option so we may preserve the environmental treasures of Everglades and Biscayne National Parks.

Sincerely

Dr. + Mrs. Robert Hemmel
3 South Rd. Key Largo Fla.
33037

000418

685 S E 27th Lane
Homestead, FL 33033
February 9, 2000

U S. Air Force
Homestead SEIS
AFBCA/EX
1700 N Moore Street, Suite 2300
Arlington, VA 22209-2802

Dear Sirs

I am writing to state that I and most of my neighbors strongly oppose the Homestead Air Reserve Base becoming a commercial airport

Homestead's two main employers are agriculture and tourism A commercial airport would create enough contaminants and noise pollution to cause our national parks to no longer be tourist attractions The same pollution would damage our farmlands as well as the land we would lose to an airport This damage is not something we could fix in future years, the country's loss would be irreversible

The mixed use alternative would give the state considerable oil and gas leases whereas the airport developer offers nothing And the mixed use alternative would bring jobs to our area much sooner The airport developer would be hold up for many years in litigation.

I know that the Air Force has awarded 25 or 26 other closed bases to airport development, but were ANY of them adjacent to TWO national parks as HARB is?

PLEASE do not put a commercial airport on the HARB and drastically damage our environment, our agriculture, and our tourism.

Very truly yours,

Elizabeth Burton

Elizabeth Burton

000419

RICHARD F. SKELLY

Summer
9 Davis Lane
NANTUCKET, MA 02554
(508)228-2728
FAX (508)228-0263

skelly@earthlink.net
Cell (305) 586-5188

Winter
17 BAY RIDGE ROAD
KEY LARGO, FL 33037
(305)367-3489
FAX (305)367-2265

FEBRUARY 9, 2000

TO: HOMESTEAD SEIS
AFBCA/EX
1700 NORTH MOORE STREET
SUITE 2300
ARLINGTON, VA 22209-2802

SUBJECT: OPPOSED TO COMMERCIAL AIRPORT AT HOMESTEAD AIR BASE

WE LIVE AND VOTE IN KEY LARGO, FLORIDA, IN THE COMMUNITY OF OCEAN REEF AND WE ARE STRONGLY OPPOSED TO THE DEVELOPMENT OF THE MAJOR AIRPORT AT THE SITE OF THE FORMER HOMESTEAD AIR FORCE BASE THAT WILL RESULT IF THE AIR FORCE TRANSFERS THE BASE TO THE HISTORICALLY CORRUPT MIAMI DADE COUNTY.

PUTTING A HUGE ASSET IN THE HANDS OF SUCH AN UNRELIABLE COUNTY GOVERNMENT WOULD BE THE HEIGHT OF IRRESPONSIBILITY.

THE HABDI/COMMERCIAL AIRPORT PROPOSAL WOULD BENEFIT ONLY THE POLITICIANS AND THEIR INSIDERS WHILE THERE ARE ALTERNATE PLANS FROM WHICH THE PEOPLE OF SOUTH MIAMI-DADE COUNTY WOULD BENEFIT WHILE AVOIDING THE INEVITABLE DISASTROUS IMPACT ON THE ECOLOGY OF THE EVERGLADES AND BISCAYNE NATIONAL PARKS. WHAT POSSIBLE SENSE CAN BE MADE OF JEOPARDIZING THE EVERGLADES WHILE SPENDING A PROPOSED EIGHT BILLION DOLLARS TO PROTECT IT?

BEST REGARDS,

RICHARD F. SKELLY

000421

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: _____

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

IT SEEMS to me that use of the land of the once AIR FORCE BASE in Homestead could be more environmentally friendly if used as set forth by the HOVER/COLLIER plan than as a busy airport spewing wastes over the only NORTH AMERICAN reef and our EVERGLADES. Is it possible to think as statesmen guarding the future rather than looking to the immediate gains? I think we need to THINK carefully of the impact in the future of such a move. What will it mean to the irreplaceable natural gifts?

Respectfully
Margaret Bailey
Howard Bailey

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: MARGARET BAILEY, HOWARD BAILEY

ADDRESS/DIRECCIÓN: _____

CITY/CIUDAD: _____

STATE, ZIP CODE/ESTADO, ZONA POSTAL: _____

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Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

13604 SW 109 Court
Miami, FL 33176
Feb. 8,2000

000424

US Air Force
Homestead SEIS
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

Dear Sir or Madam:

I am opposed to the development of a commercial airport at Homestead. I have lived in the Miami area for over 30 years and would like to see a more environmental sound project be built there. I urge you to consider other alternatives for the redevelopment of this land.

Sincerely,

Elizabeth A. Crane

000426

To: The Honorable

From: Jimmy Orth
Name
5169 Emory Cir.
Address
Jacksonville, Fl 32207

Issue:

Message from a concerned voter

I am opposed to the attempted conversion of Homestead Air Force Base into a commercial airport. This unnecessary project would result in the destruction of hundreds of acres in Biscayne National Park and Everglades Nat'l. Park. This threatened region cannot afford to be further impacted by destructive development practices.

Voter's Signature 2/9/00 Date

000429

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/7/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

PEOPLE WANT + NEED JOBS, BUT THE BEST CHANCE FOR GOOD JOBS REMAINS THE MIXED USE ALTERNATIVE. A COMMERCIAL AIRPORT WOULD BRING LOW-PAYING EMPLOYMENT TO OUR AREA, WHICH ALREADY HAS ENOUGH OF THESE TYPES. PLANE CLEANERS, FREIGHT HANDLERS, ETC ARE NOT HIGH PAYING, DESIRABLE JOBS. THE COMMERCIAL PROPOSAL WILL BRING HEAVY NOISEY AND POLLUTING TRAFFIC, BOTH ON THE GROUND AND IN THE AIR. OUR LOCAL CITIZENS WILL BE THE PEOPLE WHO WILL HAVE TO ENDURE MOST OF THIS NOISE, TRAFFIC, AND POLLUTION. ASK ANYONE WHO HAS TO LIVE NEXT TO A LARGE AIRPORT. ITS A LIVING HELL!

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: PAUL E LEHMULLER

ADDRESS/DIRECCIÓN:

CITY/CIUDAD:

STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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000435

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: FEB. 7, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

The arguments that I have heard PRO a new airport at HAFB are: it will provide 38,000 new jobs. Please! There are neither 38,000 people currently un-employed to draw from the job market nor the necessary housing to accomodate any more immigrants
2. The airport would be 12-14 miles from either of the two park areas. Hello! Traffic patterns must be established and to avoid any conflict with those in current use to facilitate MIA - the Keys ~~as~~ and park areas will be subjected to all of the noise & pollution. No thanks
The infrastructure necessary to facilitate a new commercial airport (roads, utilities, public access — all of the other Americana (drive-ins, social problems) offer nothing but further degradation of the land and another hit on the lowly tax-payer. Enough already! So. Fla. has suffered enough thru the good intentions of the money-lenders.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: CLARE B. HOEY

ADDRESS/DIRECCIÓN: 40 PLANTATION VILLAS

CITY/CIUDAD: TAVERNIER

STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL. 33070

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000438

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: February 10, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Gentlemen:

I had the opportunity to attend the Public Hearing at Homestead on February 1, 2000. and am definitaly opposed to establishing a commerical airport facility at the Homestead Air force base.

The meeting as conducted by politicians for political purposes without regard to the irreparable damage to wild life, enviromental and noise free living conditions.

I feel that the mixed use alternatives would accomplish more in creating jobs, conserving and bettering our National Parks and Wild-Life, and keeping noise levels within reasonable amounts

Thank You for allowing us to give our opinion

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Mr. & Mrs. Morton Zifferer

ADDRESS/DIRECCIÓN: 5 Harbour Green Dr.

CITY/CIUDAD: Key Largo, Fl.

STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33037

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FAX: 703-696-8828

000447

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 8 Feb 00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

We are in support of the Department of the Interior's position concerning the "Disposal of Portions of the Former Homestead Air Force Base." The natural experience of Biscayne & Everglades National Parks would greatly suffer should Homestead be developed into a major airfield. Please continue to keep these parks as they currently are. The loss of additional park experiences just can't be tolerated. Keep it the same for our grandchildren and their grandchildren.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: SMSgt (Ret) Kenneth Harris & SMSgt (Ret) Michele A. Murray

ADDRESS/DIRECCIÓN: 209 Lakeshore Dr.

CITY/CIUDAD: Kalispell ~~FL~~

STATE, ZIP CODE/ESTADO, ZONA POSTAL: MT 59901

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000450

Written Comment Sheet - Hoja para Comentarios por Escrito
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Thank you for your input
Gracias por su participación

DATE/FECHA: 2.8.00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I STRONGLY SUPPORT THE NEW AIRPORT BEING PROPOSED FOR THE FOLLOWING REASONS:

1- THERE WILL BE 38,000 NEW JOBS FOR COUNTY RESIDENTS.
2- THE MIAMI INTERNATIONAL AIRPORT IS CURRENTLY WORKING AT MAXIMUM CAPACITY, THEREFORE NEEDS TO EXPAND.
3- A NEW AIRPORT WOULD HAVE A VERY POSITIVE MULTIPLIER EFFECT IN THE AREA WHICH IS A BENEFIT FOR LOCAL ECONOMY.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: SERGIO DURRINOS
ADDRESS/DIRECCIÓN: 8240 SW 150 EAST CT. CIR.
CITY/CIUDAD: Miami, FL 33196
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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FAX: 703-696-8828

000451

February 7, 2000

To Whom It May Concern

The proposed commercial airport at the old Homestead Aid Force Base would be an environmental disaster. Since it would be constructed between the Everglades National Park and Biscayne National Monument, toxins such as oil and gas will run off and destroy the only pristine area of Biscayne Bay

The high noise pollution of the airport would interfere with wildlife We have already destroyed so much of animals' natural habitat, the airport would just be another environmental disaster It is a shame to do this when we know what it will cause

The airport would also bring more people to the area. To add population to an area that is unable to provide police and fire support, would be ignorant. Also, the population rise would place an enormous burden on already overcrowded schools

Therefore, the proposed airport would have many consequences. To prevent these, the airport should not be built

Sincerely,
Tina Turner
Student, Miami Palmetto Sr. High

EUGENE DI SABATINO
84 THATCH PALM WAY
KEY LARGO, FLORIDA 33037

000455

February 10, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 2209-2802

Dear SEIS Contact

I am writing to you as a homeowner in the Ocean Reef Community which is located on the northern end of the island of Key Largo in the Florida Keys. Because of the fragile ecology of the Keys we are all concerned about the environmental destruction which will result from the proposed transfer of the Homestead Air Reserve Base in Florida to Miami-Dade County for the purpose of developing a large commercial airport. The federal government has long been active in the preservation and conserving of the ecology of the Keys. A commercial airport at the Homestead site will cause dangerous amounts of noise and air pollution to the area.

The acceptable alternative proposals for the development of the Homestead base include a mixed commercial and residential plan This would be more compatible to the adjacent national parks - and at the same time, providing an economic boost to the local area.

There are other sites for development of additional commercial airport capacity in South Florida.

To preserve the unique environmental treasure of the Biscayne and Everglades National Parks, we urge you to consider the alternatives to the commercial airport.

Thank you for your time and consideration.

Sincerely,

Eugene Di Sabatino

dmgerloff 000479

From: dmgerloff <dmgerloff@email msn com>
To: Vice President Al Gore <vice.president@whitehouse gov>
Sent: Thursday, February 10, 2000 10 00 PM
Subject: Fw Homestead Air Force Base

--- Original Message ---
From: dmgerloff
To: Vice President Al Gore
Cc: Senator Bob Graham
Sent: Thursday, February 10 2000 9 58 PM
Subject: Homestead Air Force Base

Dear Vice President Gore

Homestead AFB is the logical location for the new So Fla commercial jetport. It's been a jetport for 50 years and the airliners of today are not nearly as noisy as the B-52's and F-4's the Air Force flew out of there for decades

Miami International is an overgrossed mob scene and Homestead is the logical population growth area Just don't let local zoning allow residential construction near the airport runways Also connect the Miami Metro Rail to the Homestead airport like Atlanta and Washington DC It was idiotic that our ruling elite did not connect the Metro Rail to the Miami Airport when
they were building the Metro Rail in the 1970's

There will always be some noisy people opposed to any growth but with thousands of new residents moving into So East Fla. every month we have to have a new airport and Homestead with safeguards is the best choice.

Sincerely, Don & Margaret

87903 Old Hwy
Islamorada, Fla

41 Yr residents of

Gerloff

33036

Miami

2/10/00

000492

10100 Pan American Drive
Miami, Florida 33189
February 10, 2000

US Air Force
AFBCA/EX
1700 N. Moore Street
Suite 2300
Arlington, VA 22209 2802

Dear Sirs,

I am writing about a proposed commercial airport in South Miami-Dade County When I came to Miami in 1957, it was a tropical paradise. The bays were clear, clean and the fishing was excellent Then came the greed. The mangroves of the upper bay disappeared and condos went up. The fish disappeared and the clean water disappeared I moved south to Cutler Ridge, about 8 miles north of the proposed airport I fish and swim in south Biscayne Bay which is still fairly pristine, clear water with many fish This airport threatens to end the only pristine area left in our county, the southern Bay Military canal, which links the airport area with the Bay is a direct route to run-off from the airport, which you should know is quite hazardous to oceanic waters, having a low oxygen level, to begin with This alone should be a reason not to allow a commercial airport on this property. Of course the noise would be a major factor and the fact that airplanes would be flying next to our power plant.
Other factors that have not been addressed in the meetings is that a newly formed community would place a burden on already overworked police and fire departments as well as heavily overcrowded schools. All of us in the area of Cutler Ridge and Goulds have the same fear that we will end up with another Opalocka or Hialeah in our back yard, neither neighborhood being at all nice.
This proposal "reeked" from the start, giving HABDI the contract without bids, favoritism supreme. The only people that want this airport are the builders who will take their money and jobs and leave and the politicians of Homestead and Naranja who foresee many jobs and securing their positions. The average citizen of Dade County wants nothing to do with the airport Homestead was supposed to have many jobs when the stadium was built It is closed Homestead was supposed to have many jobs when the race track was built, there are very few. This program will not produce 38,000 jobs as the politicians say. Anyone with any experience in Ecology or Economics will tell you that central projects such as this rarely filter down to the poor, that they make the rich richer. You should also know that the vast number of new jobs will be low paying jobs that are already abundant in Miami Dade County (much too abundant).
I have to agree with the very old lady speaking at South Dade Senior High when she said this whole project could be summed up in one 5 letter word... GREED. It is only desired by politicians, by builders that can not turn away from greed and those duped by the anticipation of jobs that probably will not appear in any large numbers. Allow us to enjoy the southern part of Biscayne Bay in its pristine habitat, allow us to enjoy the birds roosting along the canals and in the mangroves and allow us the freedom from all the noise and hustle and bustle of a commercial airport in the middle of our national parks and Florida Keys. Selecting greed and politics over the pollution factors, the noise and the possibility of ruining our national parks is difficult to understand.
I urge you to not support a commercial airport at this time in South Dade County.

Sincerely,
Bill McCreary

000495

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: _____

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

NO COMMERCIAL AIRPORT AT HOMESTEAD AFB. IT IS A CRIME AGAINST NATURE TO POLLUTE & DESTROY THIS WORLD FAMOUS HOME OF CREATURES & FAUNA. MIAMIANS MUST STOP INVADING THE SEA OF GRASS FOR COMMERCIAL USE. MOTHER NATURE KNOWS HOW REVITALIZE THE EVERGLADES - WE ARE INVADERS. HELP OUR CITIZENS PROTECT OUR RESOURCES FROM COMMERCIAL USE. CONSIDER THE INHABITANTS THAT LIVE NEAR THE EVERGLADES - THEIR FARMS & LIFE STYLE WILL BE HURT. RESTORE, WHERE POSSIBLE, THE WATER FLOW & THE BEAUTY OF OUR TREASURES - OUR TRAFFIC NEEDS ARE OBVIOUS TO TOURIST & CITIZENS - LET'S SLOW UP THE POPULATION GROWTH NOT ADD TO IT DAILY - THE BEGINNING OF OUR EFFORTS SHOULD START WITH PROTECTING OUR NATIONAL PARKS FROM POLLUTION - GREED & SENSELESS PLANNING. NO MORE URBAN SPRAWL. AT THIS TIME OF NATIONAL PROSPERITY WE CAN SHOULD TO SAVE & RESCUE OUR "SEA OF GRASS" BEFORE BIG MISTAKES ARE MADE BY THOSE EAGER TO MAKE MONEY OVER THIS ISSUE! NO COMMERCIAL AIRPORT AT HOMESTEAD AFB.
I DO NOT HAVE A COMPUTER.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: JON DAWSON, QUAKER FRIEND
ADDRESS/DIRECCIÓN: 9830 S.W. 82 TER.
CITY/CIUDAD: MIAMI, FL.
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33173

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

Se publicaría sus comentarios en el SEIS FINAL. Favor de no incluir su dirección personal si no desea que esta aparezca en el SEIS FINAL. El hecho de proporcionar esta información es considerado como su consentimiento para publicarla

Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

Michael W White
5 Harbor Island Drive
Key Largo FL 33037
(305) 367-3109

m_white@bellsouth.net

000504

February 11, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington VA 22209-2802

Dear SEIS Coordinator:

I am a retired uniform service member and homeowner in the Ocean Reef Community, which is located on the northern end of Key Largo All of us at Ocean Reef are gravely concerned about the environmental impact that will certainly occur if the Air Force transfers property surrounding the Homestead Air Reserve Base to Miami-Dade County for commercial airport development

Everglades National Park and the Florida Keys with its surrounding Coral Reefs have been identified as two of the most threatened ecosystems in the world Congress has taken note of this by earmarking over eight billion dollars for restoration of the Everglades National Park watershed and signifigicantly increasing the operational budget of the National Marine Sanctuary Program

Thirty years ago Miami-Dade County attempted to develop the Dade Collier Airport (TNT) west of Miami out in the everglades This airport was partially built and then stopped due to environmental concerns about its impact on Everglades National Park This scarcely used airport serves as a reminder where ill placed political agendas continue to waste taxpayer dollars with no regard to environmental impacts

The supplemental environmental impact statement (SEIS) released in February is severely flawed in its conclusion that "the airpark development will not cause significant noise or water pollution" The Base Realignment Commission (BRAC) in the early 1990's determined several military airbase facilities were no longer strategically needed and would be closed.

MacDill AFB was selected by the (BRAC) for closure and sale Environmental impact surveys later revealed serious biohazards due to years of operation as an airfield would need to be mitigated before redevelopment could occur. The MacDill AFB was being

considered for **EPA superfund cleanup funds** should the land be sold to the local government

The (SEIS) does begin to address nitrogen oxides and polycyclic aromatic hydrocarbons but fails to correlate its direct impact on the severely threatened coral reefs It does not begin to address the long-term runoff problems that occur through routine aircraft servicing and seepage or hydraulic and petroleum products Just reference the environmental studies completed in regards to BRAC base closings and you will have a baseline for the upland environmental impacts of airport facilities

There is a complete failure of the SEIS to mitigate impact to coral reefs We have seen plenty of evidence as to the fragility of this ecosystem through loss of coral cover, sea grass die offs, algal blooms, coral fungal diseases, and bleaching

The Hoover-Collier plan would serve as a much better balance between airbase development and protection the National Parks and National Marine Sanctuaries Politically it is a win win situation since the Collier's are willing to give up some of their oil gas rights in the Big Cypress National Preserve in exchange for the HAFB lands The government has been fighting to regain control of these oil gas rights for years

Do not be fooled by the Miami-Dade County last minute offer to trade in the Dade Collier airport (TNT) in exchange for the HAFB land This airport has little value and almost no use The same environmental concerns surrounding HAFB eliminated Dade Collier (TNT) from completing its development

Lets not make the same mistake twice I urge you to consider the alternatives to the commercial airport option so we may preserve the National Parks, Coral Reefs, and National Marine Sanctuaries

Sincerely,

M White

Michael W White

000505

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2-10-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I AM ADAMATELY OPPOSED TO PUTTING A COMMERCIAL AIRPORT AT THE FORMER AIR FORCE BASE IN HOMESTEAD. PLEASE CONSIDER OTHER PROPOSALS FOR THIS PROPERTY.

THANK-YOU,
Larry & Darla Finley

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: LARRY & DARLA FINLEY
ADDRESS/DIRECCION: 101 CREEK HOUSE
CITY/CIUDAD: KEY LARGO,
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FLA. 33037

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

Se publicarán sus comentarios en el SEIS FINAL. Favor de no incluir su dirección personal si no desea que esta aparezca en el SEIS FINAL. El hecho de proporcionar esta información es considerado como su consentimiento para publicarla

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Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

000506

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/11/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Do not ruin Key Largo and the environment by allowing a commercial Airport in Homestead's former Air Force Base!!! This is a step backwards for ecology. Please consider the alternate Collier/Chase proposal. Thank you for your consideration.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Mike & Barb Murphy
ADDRESS/DIRECCION: 14021 North Pt. Dr.
CITY/CIUDAD: Wichita,
STATE, ZIP CODE/ESTADO, ZONA POSTAL: KS 67230

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AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

000507

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: Feb 9, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

PLEASE PLEASE STOP AND THINK About the ECOLOGY of OUR TWO NATIONAL PARKS AND the Keys. WE CANNOT HAVE A Commercial Airport Replacing the AIR FORCE BASE IN HOMESTEAD. Consider the ALTERNATIVE Chase/Collier PLAN! LET'S get it Right the FIRST TIME.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Robert + Catherine G Joslyn
ADDRESS/DIRECCIÓN: 155 S. HARBOR DRIVE
CITY/CIUDAD: Key Largo, FL 33037
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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Homestead SEIS
AFBCA/EX
1700 N Moore St., Suite 2300
Arlington, VA 22209-2802
FAX 703-696-8828

000510

2/11/00

HOMESTEAD DRAFT SEISS
AFBCA/PA
1700 N. MOORE ST. SUITE 2300
ARLINGTON, VA 22209-2802

I DO NOT WANT AN AIRPORT IN HOMESTEAD. I BELIEVE THE ONLY PEOPLE WHO DO ARE THE POLITICIANS & BUSINESS INTERESTS. I DO NOT KNOW ONE SINGLE AVERAGE, EVERYDAY RESIDENT OF SOUTH DADE, WHO WANTS THIS AIRPORT.

I BELIEVE AN AIRPORT WOULD RUIN OUR BEAUTIFUL ENVIRONMENT — PARTICULARLY NOISE POLLUTION.

PLEASE — DO NOT GIVE IN TO PRESSURE FROM THE POLITICIANS.
NO AIRPORT.

LYNN M. McKENZIE
661 N.W. 20 ST.
HOMESTEAD, FL 33030

000516

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: _____

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

MUSTAFA CANKAT 2/8/00
I SUPPORT VERY STRONGLY THE NEW AIRPORT AT HOMESTEAD BASE.
IT WILL GREATLY IMPROVE THE CITY OF HOMESTEAD FROM FINANCIAL POINT OF VIEW

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: _____

ADDRESS/DIRECCIÓN: _____

CITY/CIUDAD: _____

STATE, ZIP CODE/ESTADO, ZONA POSTAL: _____

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Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

000524

2/11/00

USAF
HOMESTEAD SEIS
AFBCA/EX
1700 N. MOORE ST.
SUITE 2300
ARLINGTON, VA 22209-2802

I LIVE IN HOMESTEAD AND OWN A HOME BECAUSE IT'S BEAUTIFUL, PEACEFUL & QUIET. I, AND EVERYONE ELSE I KNOW (EXCEPT POLITICIANS, ETC) DO NOT WANT AN AIRPORT HERE. THIS IS A TERRIBLE IDEA FOR OUR BEAUTIFUL AREA.

PLEASE DON'T BUILD AN AIRPORT HERE.

LYNN M. McKENZIE
661 NW 20 ST.
HOMESTEAD, FL 33030

000526

M.J. Jadick,
AFBCA / EX, (Attn: Homestead SEIS),
1700 N. Moore Street, Suite 2300,
Arlington, VA 22209-2802.

2-11-00

RE :- Development of Homestead Air Base.

Dear Sir,

I asked to speak at the public hearing on 2-1-00, but had to leave at 9 30 pm for an appointment. I intended to voice the fears of my family and my neighbors over the noise that goes with any large airport.

However, the many officials who spoke first made it clear that north Miami-Dade county wants to solve its airport problem irrespective of the effects on the thousands of residents of Cutler Ridge southwards. Even if noise and chemical pollution of the national parks is ameliorated (and only partly), the flight paths shown to us will affect all residents, even us to the west in the Redland. Property values will decline, but most of us are concerned about our daily life. We have some experience of military airplane noise, but this we are happy to suffer for national security.

PEOPLE LIVING IN THE GENERAL HOMESTEAD AREA OBJECT TO THE UNDENIABLE NOISE ASSOCIATED WITH A COMMERCIAL AIRPORT

Considering the inefficiencies at the present airport, the sequence of events will be first saturation of Miami and Fort Lauderdale airport facilities, some spillover into Opalocka airport, then a fourth runway at Miami, followed by development of Homestead Air Base until saturated, then a second runway at Homestead (despite the assurance to the contrary).

WHAT THEN ?

There appears to be a group of businessmen which regards Homestead Air Base mainly as a business venture. The venture depends upon very considerable inputs by the county to develop the road system to the Base, and a complete change in the way of life for people living in the area. At the meeting, those speakers supporting an airport who live in S. Dade all emphasised the number of jobs provided.

JOB GENERATION IS BEING USED AS AN EXCUSE BY AIRPORT DEVELOPERS

Only a few speakers pointed out that almost any development would generate jobs. Further, I doubt that there exist in S. Dade many airplane mechanics, computer operators or other persons with skills commanding the promised high wages: such people would commute from further north.

INGRESS OF WORKERS WILL LEAD TO FURTHER HOUSING DEVELOPMENT TO THE DETRIMENT OF THIS BASICALLY AGRICULTURAL AREA

Daily I meet people who fear a commercial airport at Homestead. Regrettably, few of them went to the meeting, assuming that the " powers that be " will do the sensible thing. Once done, the proposed airport cannot be undone. The flood of people who left this area after hurricane Andrew will be followed by another flood. Please turn a deaf ear to the noise of the developers for a moment and consider the people who live here.

DEVELOP HOMESTEAD AIR BASE BUT NOT AS A COMMERCIAL AIRPORT

DAVE & SHIRLEY ROMNEY
26021 S.W. 199th Avenue, Homestead, Florida 33031, U.S.A.
Tel: (305) 247-7479

305-246-5565

February 11, 2000 000528

Homestead Draft SEIS
AFBCA/PA
1700 N Moore Street, Suite 2300
Arlington, VA 2209-2802

Aircraft from MIA fly over the everglades now They are thousands of feet above the ground when they are over the everglades So a commercial airport at the Homestead Air Base would not harm the everglades any more then where they are flying out of now

Granted it would not be great for Homestead Bayfront Part, but the advantages would greatly outweight any harm to anything or anybody

Sincerely,

Frank B. Olsen

Frank Olsen
17255 SW 299 St
Homestead, FL 33030

000530

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/11/2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

THANK YOU FOR THIS OPPORTUNITY TO VOICE MY SUPPORT FOR THE USE OF HOMESTEAD AIR FORCE BASE AS A COMMERCIAL AIRPORT. DUE TO HURRICANE ANDREW THE ECONOMY OF OUR TOWN HAS TAKEN A TREMENDOUS STEP BACKWARD. WE NEED THIS PROJECT TO HELP US REGAIN OUR STATUS AS AN UP AND COMING COMMUNITY AS IT WAS PRIOR TO THE 1992 DISASTER. WE NEED AND DESERVE THE JOBS AND REVENUE THIS PLAN OFFERS. STUDIES HAVE SHOWN LITTLE OR NO IMPACT ON THE ENVIRONMENT OF OUR STATE PARKS IN QUESTION. PLEASE FOR THE SAKE OUR COMMUNITY DON'T LET THIS OPPORTUNITY PASS US BY.

****** CONTINUE ON BACK FOR MORE SPACE ******
******CONTINÚE AL DORSO PARA MÁS ESPACIO******

NAME/NOMBRE: BILL OWENS
ADDRESS/DIRECCIÓN: 15570 N.E. 13 ST.
CITY/CIUDAD: HOMESTEAD
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FLA 33033-4107

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Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

000536

Dear S.E.I.S. Committee; February 14, 2000

There will always be need for more airports as population & travel expand.

There will be only one Everglades and one Florida Keys however.

The tremendous increase in traffic and noise and pollution would spell doom to a large swath of this wonderland. For one, a thin oily film (plane exhaust) settles on everything with a given radius.

Americans are just now realizing that it is not nature but we who must change.

Sincerely, Bill & Rosemary McNulty
(14 yr residents) 1128 Zane Grey Dr./Layton/Long Key

000537

2-12-00 I must voice my concern over the proposal to build a relieve airport of MIA in Homestead, FL. Having grown up in Miami + enjoyed a lifetime of at door recreation in 2 of our national jewels: Everglades NP + Biscayne NP. I strongly oppose this "development". Encroachment + degradation of natural areas during my lifetime have been appalling. We must draw the line at least at the federally protected park boundaries as well as to the activities on adjacent lands that can negatively impact them.

I vote to support "mixed use" with less environmental impact.

M Nolan

Maureen Nolan
Miami-Dade County
Registered voter
9001 SW 31 Terr
Miami FL 33165

Wishing you a Happy Holiday Season

HOMESTEAD SEIS AFBCA/EX
1700 N. Moore St. #2300
Arlington VA 22209-2802

KOTZEBUE AK FEB 14 2000 USPO

FLORIDA FISH AND WILDLIFE CONSERVATION COMMISSION

JAMES L. "JAMIE" ADAMS, JR. Bushnell
BARBARA C. BARSH Jacksonville
QUINTON L. HEDGEPETH, DDS Miami
H.A. "HERKY" HUFFMAN Deltona
DAVID K. MEEHAN St. Petersburg
JULIE K. MORRIS Sarasota
TONY MOSS Miami
EDWIN P. ROBERTS, DC Pensacola
JOHN D. ROOD Jacksonville

ALLAN L. EGBERT, Ph.D., Executive Director
VICTOR J. HELLER, Assistant Executive Director

OFFICE OF ENVIRONMENTAL SERVICES
BRADLEY J. HARTMAN, DIRECTOR
(850)488-6661 TDD (850)488-9542
FAX (850)922-5679

February 4, 2000

000538

Ms Cherie Trainor
Florida State Clearinghouse
Department of Community Affairs
2555 Shumard Oak Boulevard
Tallahassee, FL 32399-2100

RE: SAI #FL200001040002C, Draft Supplemental Environmental Impact Statement for Disposal of Portions of the Former Homestead Air Force Base, Miami-Dade County

Dear Ms. Trainor:

The Office of Environmental Services of the Florida Fish and Wildlife Conservation Commission has reviewed the referenced Draft Supplemental Environmental Impact (SEIS), and offers the following comments and recommendations.

The Air Force has determined that 1,632 acres at the former Homestead Air Force Base (HAFB) are excess to its needs, and seeks to dispose of the surplus property in a manner that supports local community plans for economic revitalization, and protects Biscayne Bay and nearby national parks The retained property at the former HAFB is currently being used to support military activities of the Air Force Reserve Command, Florida Air National Guard, and Army Air Force Exchange Service Base Exchange The proposed action is to transfer the surplus property to Miami-Dade County for use as a commercial airport (Homestead Regional Airport). The proposed airport would be dual-use with continued military and government operations The airport is projected to have over 150,000 total military, commercial, and general aviation air operations by 2015.

The surplus property proposed for transfer includes the airfield and its runway (about 915 acres), and about 327 acres expected to be used for aviation support activities About 339 acres is planned to be developed for airport-related and other industrial and commercial businesses. A 24-acre vacant area between the existing Jobs Corps and Homeless Trust Center is identified for educational, local government, or other institutional use.

Upland areas on the former Homestead AFB are essentially all disturbed communities composed of grassland and agriculture, shrub and brushland, exotic plant, and barren and urban

620 South Meridian Street Tallahassee FL 32399-1600
www.state.fl.us/fwcc/

community types About 30 8 acres of remnant pine rocklands occur on the surplus property. Only about 0 6 acres of remnant pine rocklands would be impacted by the proposed action Freshwater marsh is the most extensive wetland type within the former HAFB surplus property, located primarily near the existing runway. No construction is planned on existing wetlands, but the hydrology of these wetlands could be altered due to the proposed action

We have several concerns regarding the proposed action. We note that the proposed airport is located about 1.5 miles west of Biscayne Bay and Biscayne Bay National Park. Everglades National Park is located about 10 miles southwest of the site. The development of a commercial airport could negatively impact these regionally significant natural resources.

Air and Water Quality

The Draft SEIS indicates that aircraft exhaust would increase atmospheric nitrogen deposition over current deposition rates by 23% in BNP. We express concern that such increases in atmospheric nitrogen may speed up the processes of eutrophication or acidification in Biscayne Bay. We also note that the operations associated with the proposed action would likely increase the generation of polycyclic aromatic hydrocarbons (PAHs) PAHs are toxic organic compounds emitted in the exhaust of aircraft, automobiles, and trucks. However, there is little quantitative information available about their generation rates and dispersal in the atmosphere or aquatic environments. PAHs are known to be insoluble in water and readily attach to soil and dust particles, and accumulate in the sediments of aquatic systems Moreover, they are known to be toxic to biota at very low concentrations. Presumably, the operation of a commercial airport will result in an increase in the amount of PAHs introduced into Biscayne Bay Nevertheless, the effects of such an increase in PAHs on the biota of Biscayne Bay are not well understood.

The proposed project, and off-site development generated by the project, will significantly increase stormwater runoff. According to the draft SEIS, total runoff is projected to increase by 13% over baseline by 2005, and 43% by 2015. A stormwater management system (the Homestead Regional Airport Surface Water Management Master Plan) will be employed to manage and treat stormwater runoff. However, this plan has not yet been submitted to the South Florida Water Management District. We are concerned that increased stormwater runoff will result in increased inputs of nutrients and contaminants into Biscayne Bay

Noise

As indicated the draft SEIS, operation of the proposed Homestead Regional Airport will increase the amount of time that there would be elevated noise levels in the community, and in Biscayne Bay and Everglades National Parks. We note that the mission of the National Park Service is to "preserve **unimpaired** the natural and cultural resources and values of the National Park System for the enjoyment, education, and inspiration of this and future generations". This

includes maintaining a natural acoustic environment as free as possible from intrusive human-caused sounds. An increase in noise from the operation of a commercial airport will negatively impact the parks acoustic environment, and diminish the aesthetic experience of the visitor. We also observe that increased noise from the project could potentially impact bird species occurring in the area. The draft SEIS indicates that increased air operations could affect sensitive species between the former base and the western shoreline of Biscayne Bay, although many bird species seem to have acclimated to noise from aircraft currently using the former HAFB. Moreover, the SEIS stated that "Wading birds may flush or be startled during feeding, loafing or roosting (due to increased noise), but it is not anticipated that nesting birds would be sufficiently affected to abandon their nests. Some species of wading birds appear to habituate to high noise level, while others may choose to relocate to quieter areas with suitable habitat". The effects of increased noise on birds are not well known, and it is possible that increased noise from the proposed action will disrupt nesting, foraging, and migration patterns of bird species in the area.

Biscayne Bay Restoration

Lands located between the base property and Biscayne Bay are a vital component of restoration of the South Florida ecosystem (a major priority of the Federal government and the State of Florida) for their potential to allow a more natural quality, quantity, timing, and distribution of water flows to Biscayne Bay. As indicated in the draft SEIS, the establishment of a commercial airport "could generate additional airport-related facilities and commercial and industrial business beyond the airport property". The impacts of future airport-related development on these lands could jeopardize this important ecosystem restoration goal. We are aware that local, state, and federal agencies have recommended the establishment of a protected area on lands between the former HAFB and Biscayne Bay The proposed protected area would be used to buffer Biscayne Bay and the Biscayne Bay National Park, and to restore overland sheet flow to Biscayne Bay. We support this recommendation, and strongly urge that any reuse alternative chosen for the former HAFB include protection from urbanization and degradation for lands east and southeast of the property.

The stated goal of the Air Force is to "transfer property at the former HAFB in a manner that supports local plans for economic revitalization of South Florida, and protects Biscayne Bay and the nearby National Parks". We believe that the development of a commercial airport does not achieve this goal, and may cause significant harm to Biscayne Bay, Biscayne Bay National Park, and Everglades National Park. In contrast, the mixed use alternatives proposed by the Collier Resources Company and the Hoover Environmental Group result in fewer environmental impacts to air and water quality, wildlife, and nearby national parks. The Collier Resources Company proposal involves trading mineral rights they own on lands in Southwest Florida for the surplus airport property. However, an alternative proposed by some in the conservation community would involve a trade for environmentally sensitive lands or surface development

rights on lands owned by the Collier Resources Company We are intrigued by the potential of this latter proposal, and believe it would benefit the environment and wildlife resources, while providing economic benefits for the City of Homestead. Consequently, we recommend against adoption of the commercial airport alternative, and further exploration of a mixed-use alternative that could also conserve wildlife habitat on other lands in South Florida. Further, we strongly recommend that any alternative selected should include permanent protection for lands east and southeast of the former HAFB, to allow future restoration of sheet flow to Biscayne Bay.

Sincerely,

Bradley J. Hartman
Bradley J. Hartman, Director
Office of Environmental Services

BJH/JMW/js
ENV 1-10-2
Homestead2.ltr.wpd
cc Mr. John Corradetti, Jr.
Homestead SEIS, AFBCA/EX
1700 North Moore Street, Suite 2300
Arlington, VA 22209-2802

COUNTY of MONROE
KEY WEST, FLORIDA 33040

BOARD OF COUNTY COMMISSIONERS
MAYOR Shirley Freeman, District 3
Mayor Pro tem George Neugent, District 2
Wilhelmina Harvey, District 1
Nora Williams, District 4
Mary Kay Reich, District 5

Monroe County
Mayor
530 Whitehead Street
Key West, FL 33040
(305) 292-3430 - Phone
(305) 292-3577 – Fax

000539

February 10, 2000

Homestead SEIS
AFB CA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

RE. Resolution #36-2000 Alternatives of the Homestead Air Force Base
Request for public meeting in Key Largo

The Monroe County Board of County Commissioners passed the attached resolution at their January 19th meeting.

The redevelopment of the former Homestead Air Force Base as a commercial airport would cause a significant increase in the frequency of jet flights, and thus incidents of noise intrusions over the Upper Keys

The unique character of the Keys, particularly the Upper Keys, can be substantially affected by land use decisions in southern Miami-Dade County

The redevelopment of the former Homestead Air Force Base as a commercial airport would change land use patterns in south Miami Dade County, thereby creating adverse pressures on land use and the comprehensive plan in the Upper Keys. The redevelopment would also have the great potential to increase pollution in Biscayne Bay.

The Monroe County Board of County Commissioners strongly urge you to hold a public meeting in Key Largo to receive public input on alternatives to the Homestead Air Force Base.

Sincerely,

Shirley Freeman
Mayor Shirley Freeman

Attachment

FILED FOR RECORD
00 FEB -1 PM 3:21
DANNY L. KOLHAGE
CLK. CIR. CT.
MONROE COUNTY, FL

Mayor Shirley Freeman

RESOLUTION NO. 36 -2000

A RESOLUTION SUPPORTING THE DEVELOPMENT ALTERNATIVES OF THE HOMESTEAD AIR FORCE BASE OTHER THAN A COMMERCIAL AIRPORT

WHEREAS, the citizens of Monroe County enjoy an unique community character and are stewards of an unique and fragile environment;

WHEREAS, the unique character of the Keys, particularly the Upper Keys, can be substantially affected by land use decisions in southern Miami-Dade County;

WHEREAS, the use and enjoyment of Keys waters depends in large measure on the tranquility and peace of those waters and the airspace over those waters;

WHEREAS, the fishing industry in the Keys, including guided flats-fishing, requires tranquil and peaceful waters to maintain its economic viability;

WHEREAS, the redevelopment of the former Homestead Air Force Base as a commercial airport would cause a significant increase in the frequency of jet flights, and thus incidents of noise intrusions, over the Upper Keys;

WHEREAS, the redevelopment of the former Homestead Air Force Base as a commercial airport would change land use patterns in south Miami Dade County, thereby creating adverse pressures on land use and the comprehensive plan in the Upper Keys;

WHEREAS, the redevelopment of the former Homestead Air Force Base as a commercial airport has the great potential to increase pollution in Biscayne Bay;

WHEREAS, the redevelopment of the former Homestead Air Force Base, an area subject to the same hurricane threats and potential evacuation orders as the Florida Keys, will add traffic congestion to the only artery available to evacuate Keys residents;

WHEREAS, Monroe County depends upon the federal government to protect the interests of the Keys in the redevelopment of the former Homestead Air Force Base; now, therefore

BE IT RESOLVED THAT THE BOARD OF COUNTY COMMISSIONERS OF MONROE COUNTY, FLORIDA, supports the conveyance of the former Homestead Air Force Base for development alternatives other than a commercial airport.

BE IT FURTHER RESOLVED that the Us Air Force and FAA, in receiving public input on the Environmental Impact Study, conduct a public hearing in Key Largo to receive input on the impact of the proposed redevelopment, particularly in the areas of Growth Management and hurricane evacuation as well as environmental impacts.

PASSED AND ADOPTED by the Board of County Commissioners of Monroe County, Florida, at a regular meeting of said Board held on the 19th day of January, 2000.

Mayor Shirley Freeman	yes
Commissioner Wilhelmina Harvey	yes
Commissioner George Neugent	yes
Commissioner Mary Kay Reich	yes
Commissioner Nora Williams	yes

(SEAL)
Attest: DANNY L. KOLHAGE, Clerk

By Isabel C. DeSantis
Deputy Clerk

jrasvhafb

BOARD OF COUNTY COMMISSIONERS
OF MONROE COUNTY, FLORIDA

By Shirley Freeman
Mayor/Chairperson

APPROVED AS TO FORM
AND LEGAL SUFFICIENCY
BY ROBERT N. [illegible]
DATE 1-20-00

SOLUTIONS
MANAGEMENT

000552

February 14, 2000

Homestead SEIS
AFBCA/EX
1700 N. Moore Street
Suite 2300
Arlington, VA 22009-2802

Dear People:

I am writing to express my strong opposition to the proposed commercial airport in Homestead, Florida. The airport would be a disaster for the Everglades, Biscayne National Park, and, above all, the upper Keys.

I urge your considertion of the alternative plan proposed by the Collier Resources Company and the Hoover Environmental Group for a world-class aquarium, golf course, water park and retail stores, an alternative which balances economic development with the needs of the environment and quality of life.

Sincerely yours,

Steven R. Phillips
President

SRP/ab

Providing Solutions to Training Needs
Steven R. Phillips 101425 Overseas Highway, Suite 811, Key Largo Florida 33037
Phone (305) 451-1499 Fax (305) 451-5273

000553

February 12, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, Va. 22209-2802

To Whom it may Concern:

Please add our voices to those already heard in strong opposition to the proposed transfer of the Homestead Air Reserve Base in Florida to Miami-Dade County for the purpose of developing a large commercial airport.

As you have already been apprised, such a facility has been described as environmentally dangerous, resulting in unacceptable noise and pollution.

We live in the Ocean Reef Community, which is located on the northern end of Key Largo, attracted to the Florida Keys in no small part because of our personal commitment to the preservation and nurturing our environment and fragile ecosystem. The alternative proposals for the development of the base include a mixed residential and commercial use of the property, making such proposals far more friendly to the adjacent national parks while still producing new jobs and other economic advantages.

We urge you to consider the alternative proposal so that we can continue in our efforts to improve and sustain the integrity of Biscayne and Everglades National Parks.

Thank you for your time and consideration.

Sincerely,
Rhoda and Bert Miner

Rhoda and Bert Miner
14 North Pelican Drive
Ocean Reef
Key Largo, Florida 33037

c.c Vice President Al Gore
Interior Secretary Bruce Babbit
Defense Secretary William S. Cohen
Secretary of the Air Force F. Whitten Peters

000556

15301 S.W. 269th Terrace
Homestead, FL 33032
14 February 2000

U.S. Air Force
Homestead SEIS
AFBCA/EX
1700 N. Moore Street, Suite 2300
Arlington, VA 22209-2802

To Whom it may Concern:

Many of us who reside in southern Florida feel that the establishment of a major commercial airport on the site of the former Homestead Air Force Base would have a significant negative impact on the environments of the two nearby national parks (Everglades and Biscayne). We also feel that such a development would lower the quality of life here to some extent.

Please help us to prevent the commercial airport development.

Yours sincerely,
Carl W. Campbell

000558

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/13/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

THE FUTURE USE OF THE BASE SHOULD TAKE IN THE BALANCE BETWEEN ENVIRONMENTAL AND HUMAN NEEDS AND CONCERNS. I BELIEVE THAT A LARGE COMMERCIAL AIRPORT DOES NOT DO THIS. THE SHORT-TERM BENEFIT OF CREATING A THEORETICAL NUMBER (NOT PROVEN) JOBS SHOULD NOT BE GIVEN PRIORITY OVER THE LONGER TERM BALANCED REDEVELOPMENT OF THE AREA. ULTIMATELY THE AREA WOULD BENEFIT FROM THIS APPROACH.

LOOK HOW THE EVERGLADES HAVE BEEN IRREVERSIBLY DAMAGED BY THE CANAL SYSTEMS. DO NOT FALL INTO THE SAME TRAP BY TAKING THE POLITICALLY EXPEDIENT ROUTE

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: GRAHAM THOMAS
ADDRESS/DIRECCIÓN: 34 DOCKSIDE LANE APT 571
CITY/CIUDAD: KEY LARGO
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33037

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

Se publicarán sus comentarios en el SEIS FINAL. Favor de no incluir su dirección personal si no desea que esta aparezca en el SEIS FINAL. El hecho de proporcionar esta información es considerado como su consentimiento para publicarla

Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

000563

U.S. Air Force
AFBCA/EX. 1700 N
Moore St., Suite 2300
Arlington, VA 22209-2802

13 February 00

Dear Sirs,

At present, I am employed by the AM FAC Corporation representing the Flamingo Lodge. I work at the visitor center at the entrance to the park. Everyday, I am told by visitors from all corners of the earth what a treasure the National Park is. They return time and time again to visit.

During the winter months, the park rangers present a variety of events for the visitors. One of them is called a "swamp Tromp" where the visitors are taken as a group to a cypress dome in the park where they wade out in water up to their knees. It is extremely quiet there and the silence is broken only by the ranger as he or she points out little treasures that form the ecology of the area. Imagine the constant drone of planes flying overhead interrupting the solace the group is enjoying. This is just one simple example why there should be no cargo airport there.

The politicians of both Miami-Dade County and all of Florida should be truthful enough to acknowledge that the airport really does not belong there. They should accept the challange and do what is right for Homestead. One of the solutions is to make it into a resort area. If so, it should be done under strict guidance and above all, not under control of the Miami-Dade County Commissioners.

If, in fact, the Base is to be turned into a cargo airport, there should be an open bidding for the contract. If not, the Latin Builders Association will once again gain control. This concerns my wife Mitsuko and myself as the contract will be worth billions. The citizens of Dade County do not need a repeat of the Port Authority scandal.

Sincerely,

Homer K. and Mitsuko Gaffney
14801 SW 298 Terr
Homestead, FL 33033-3844

000564

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: Feb 11, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I have spent time in Florida since I was a little girl with my parents. My Father loved and was respectful of the outdoors. We went to the Everglades often when we were down here. Now I am retired down in Florida. I take my Grandchildren to the Everglades & teach them to respect what Mother Nature has given us. We go shackling and have learned to respect the Earth and enjoy the beautiful things we can see. Please don't let a busy airport into the area — my great grandchildren (who aren't even a spark yet) would never get to see these special things.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Joanne Thomas
ADDRESS/DIRECCIÓN: 124 Dockside Lane
CITY/CIUDAD: Key Largo
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33037

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

Se publicarán sus comentarios en el SEIS FINAL. Favor de no incluir su dirección personal si no desea que esta aparezca en el SEIS FINAL. El hecho de proporcionar esta información es considerado como su consentimiento para publicarla

Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N Moore St , Suite 2300
Arlington, VA 22209-2802
FAX 703-696-8828

000579

007 Andros Road
Ocean Reef Club
Key Largo, Florida 33037
2/12/00

Gentlemen -
I am definitely opposed to the airport proposed for Homestead. air force base —

Mr & Mrs Lloyd F Schumacker

000580

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2-14-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Dear Sirs,
I live 2-3 miles NW of Homestead AFB. I have lived here my entire life. This is an agricultural community, growing the nation's winter vegetables as well as home to many groves and nurseries. This area is in extreme proximity to two national parks as well as a living coral reef. I believe with every ounce of my being that a commercial airport would be devastating to life as I know it. Noise, air and water pollution, a dramatic increase in development and decrease in agriculture due to loss of ag land are all the negative, degrading impacts a commercial airport would have.
There is an alternative to developing this property: namely a multi-use plan. The alternative would provide a much needed economic boost to the communities surrounding the AFB without the irreparable damage done by a commercial airport. I implore you, DO NOT convey this property for use as a commercial airport!

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Elizabeth Grafe
ADDRESS/DIRECCIÓN: 23755 SW 142 Ave.
CITY/CIUDAD: Homestead
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33032

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Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX. 703-696-8828

000582

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: February 14, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Please do not put a big airport at the former Homestead Air Force Base. The Everglades National Park and Biscayne National Park do not need to be threatened by anything else. There are other airports North of here that could be expanded if needed. The idea I heard of a big new modern aquarium sounds wonderful.
The Everglades, Biscayne National Park, and the Keys are some of the more special environmental areas of our country and the world. Please help protect them.
Thanks!!

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Laura A. Woodside
ADDRESS/DIRECCIÓN: 7531 S.W. 137th Street
CITY/CIUDAD: Miami
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Fla. 33158

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

000595

C T F A

THE COSMETIC, TOILETRY, AND FRAGRANCE ASSOCIATION

February 8, 2000

E. EDWARD KAVANAUGH
PRESIDENT

Homestead SEIS
AFBCA/EX
1700 North Monroe Street, Suite 2300
Arlington, VA 22209-2802

Dear Sir:

We urgently need your help to halt the construction of a major commercial airport just a few miles from two national parks In addition to living in Maryland, I have a home at Ocean Reef in Key Largo, Florida.

Interior Secretary, Bruce Babbitt, recently stated that the location of the airport would degrade both national parks U S. Environmental Protection Agency head, Carol Browner, said she does not believe a commercial airport belongs between any national parks *The New York Times* and *Miami Herald* editorial boards have both come out against the proposed airport.

We are all gravely concerned about the environmental repercussions of the Air Force's proposed transfer of the Homestead Air Reserve Base in Florida to Miami-Dade County for development of a large commercial airport Such an airport would dangerously pollute two neighboring national parks. Biscayne National Park and Everglades National Park, along with many other protected natural areas in this unique part of the country.

The development of a commercial airport at the Homestead site will cause unacceptable amounts of noise and air pollution. There are alternative proposals to develop the Homestead Base for mixed commercial and residential uses that would be far more compatible with the adjacent national parks, while still providing an economic boost to the local area.

1 01 17TH ST, N W, SUITE 300 WASHINGTON, D C 20036 4702
202 331 1770 FAX 202 331 1969
http://www.ctfa.org
SECURING THE INDUSTRY'S FUTURE SINCE 1894

Under the Air Force's draft environmental impact study, the commercial airport is estimated to have over 230 annual operations The result is almost one flight every 2 minutes, over the Everglades, Biscayne National Park as well the Ocean Reef Community. The commercial airport will result in tons of toxic air emissions every day much of which will be deposited into Biscayne Bay. It would also impact thousands of acres of land and wildlife habitat which will be paved over into industrial and residential sprawl.

The public comment period for the Air Force's draft environmental study closes on March 7, 2000. The Air Force may soon thereafter make it's decision about what alternative it will choose We urge you to express your concerns to the Air Force and the Clinton Administration regarding the proper use of the Homestead Base We hope you will speak forcefully in opposition to the proposed commercial airport in support of a more reasonable development project for Homestead, which strikes a balance between needed economic development and preservation of our natural environmental treasures

In advance, we thank you for your support on this important issue.

Cordially,

E. Edward Kavanaugh
President

GREEN'S GOURMET GROVES, INC.

000604

10905 Southwest 119 Street
Miami, Florida 33176
(305) 248-3070

February15, 2000

SEIS
AFBCA/Ex
1700 N. Moore St., Suite 2300
Arlington, Va. 22209-2809

re: Redevelopment plans for Homestead Air Base

To Whom It May Concern:

I am writing in favor of the redevelopment of Homestead Air Base as an airport. This is the only plan that can replace jobs that have been lost in this community and also create much needed new businesses. Because this plan considers the needs of this community it will result in the greatest overall benefits to this community, revitalizing South Dade County.

Having been in business in south Dade County since 1982 I have watched the erosion of business opportunities, jobs for residents, and the resulting loss of the tax base of this community. Hurricane Andrew can be credited for major losses in the aforementioned categories. The loss of the major portion of the air force base was and is a tremendous hardship to this community.

The hurricane greatly reduced the amount of agriculture in south Dade County. This was followed by the governments condemnation of agricultural lands near the Everglades to implement the re-plumbing of south Florida. T the same time, substantial losses are being sustained in agriculture and agri-business as a result of government policies that let foreign produce into our country at prices less then our cost of production. The failure of the government to interdict new insects and diseases from abroad that damage our crops has caused additional huge losses. As this litany would suggest agriculture has many problems in this geographic area. The only portion of the industry that is now thriving are the nurseries. Agriculture is in continuous threat of becoming extinct.

Following the hurricane, the federal government constructed large tracts of farm worker housing and supported additional low cost

Carambola (Star Fruit) • Atemoya • Longan • Sugar Apple • Monstera • Wax Jambu

housing. Because of the farming losses, some of this housing is now vacant. As citrus canker progresses and groves are scooped up and burned these vacancies will increase. Other financial disasters that stem from the import of additional crops will likely affect other workers. What will these out of work farm workers do and who will live in the farm workers housing?

Commissioner Katy Sorenson was misguided when she remarked that the airport threatens farmland in South Dade by encouraging industrialization. Farmland is threatened when farmers can't make a living off of farming. The airport will allow farmers to diversify by supplementing their income with offshore produce in addition to their own production and thereby stay in business longer. It will also maintain land value instead of allowing it to fall. Farmers use the monetary value of the land as credit when they borrow money to put in their crops for the year.

In addressing the mixed-use plan being promoted for this base, I have to say that although it is a "pretty plan" it is quite frankly not providing what this community needs. It is unclear as to who will stay in the hotels and play on the golf course. This particular area doesn't have the intrinsic interest that tourists are looking for. Creating an office park would be fine if there were businesses that were interested in locating in this area. So far I don't believe any have been mentioned.

As far as an aquarium is concerned. This is an excellent idea but wouldn't it be better and more logically placed in the Florida City area, a crossroads between the Everglades and the Keys. Here it could feature sea life from both of these climes and is in a path where tourist already travel. Motels and restaurants are already in that area and would benefit from the additional business since the race track is functioning only a small amount of the year.

Would this mix-use plan employ the worker population found in this geographic area? This is very unlikely. Would it generate many additional businesses - also unlikely.

I believe that if the ecological concerns are addressed in the design of the airport that there will be few problems for the ecosystem. There is a tremendous amount of knowledge available on how the impact of an airport can be minimized. This is a chance to improve on what was there when the Air Force used the base for an airport while addressing the real needs of the

people. The people are at least as significant a part of the ecosystem as the sparrow or any other creature that we may want to save. Please give us this airport so that we can finally begin to recover from the hand that nature has dealt us.

Sincerely,

Joan Green

3

000607

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/12/2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I VERY MUCH OPPOSE THE USE OF HOMESTEAD AIR BASE AS A COMMERCIAL AIRPORT. THIS WILL HURT THE BISCAYNE BAY NATIONAL PARK AND EVERGLADES PARK FOR EVER! THE COUNTY HOUSE IS A FOR PROFIT PLAN

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MAS ESPACIO****

NAME/NOMBRE: C. E. LANGILLE
ADDRESS/DIRECCIÓN: 22 CANOSA RD.
CITY/CIUDAD: KEY LARGO, FL
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FLA. 33037

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

Se publicarán sus comentarios en el SEIS FINAL. Favor de no incluir su dirección personal si no desea que esta aparezca en el SEIS FINAL. El hecho de proporcionar esta información es considerado como su consentimiento para publicarla

Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a.

Homestead SEIS
AFBCA/EX
1700 N Moore St , Suite 2300
Arlington, VA 22209-2802
FAX. 703-696-8828

000612

2-4-2000

TO WHOM IT MAY CONCERN:

My name is Dr. Charles T. Witherell and I am a resident of the City of Homestead, Fl. I SUPPORT a commercial airport at Homestead Air Reserve Base.

An airport in Homestead is necessary to build a strong economy in our area and provide jobs and income to people.

The SEIS report confirms that the airport is environmentally sound and will not hurt the parks so development of this project should proceed. There is no reason to wait any longer. We need this development now.

Sincerely,

2-4-2000

000613

TO WHOM IT MAY CONCERN:

My name is Dr. Karen Witherell and I am a resident of the City of Homestead, Fl. I SUPPORT a commercial airport at Homestead Air Reserve Base.

An airport in Homestead is necessary to build a strong economy in our area and provide jobs and income to people.

The SEIS report confirms that the airport is environmentally sound and will not hurt the parks so development of this project should proceed. There is no reason to wait any longer. We need this development now

Sincerely,

000620

6886 S.W. 88th Street
Unit #D-406
Miami, FL 33156

February 14, 2000

Homestead Draft SEIS
AFBCA/EX
1700 N. Moore Street, Suite 2300
Arlington, VA 22209-2802

Dear Sir:

Robert Stanton, Director of the National Park Service, has said, "Natural sounds are part of the special places we preserve. Rustling winds in the canyons and the rush of waters in the rivers are the heartbeat and breath of some of our most valuable resources." We all know that living next to an airport produces noise pollution. The development of a commercial airport in Homestead which is 1.5 miles away from two National Parks is unthinkable. In the wild, sound is a matter of life and death. Birds, insects, mammals, and amphibians rely on complex communication networks to live and reproduce. In habitats where wildlife vocalizations signify mating calls, danger from predators, or territorial claims, hearing these sounds is essential to animal survival. Research in bioacoustics is an important tool for defining the health of natural habitats. I support the "No Action alternative" in the Draft SEIS.

Sincerely,

William Patterson

William Patterson

February 11, 2000

000621

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington VA 22209-2802

I am writing to express to you my opposition to the Air Force's plan to transfer former Homestead Air Reserve Base to Dade county for development into a major international airport.

This airport would have unthinkable consequences for the adjacent Everglades and Biscayne national parks. The Everglades, Biscayne Bay, and the Florida Keys are irreplaceable parts of America's natural history far to important to be destroyed for an airport.

I urge you to follow the advice of Interior Secretary Babbitt and the EPA , as well as many fellow Americans and abandon this plan as quickly as possible.

Thank you for considering my comments

Sincerely,

Penny Clanton

Penny Clanton
1504 Eagle Drive
Fort Worth, Texas 76111-4928

000622

ADAMS, COOGLER, WATSON, MERKEL, BARRY & KELLNER, P.A.

LAWYERS
REPUBLIC SECURITY BANK TOWER
SUITE 1600
1555 PALM BEACH LAKES BOULEVARD
WEST PALM BEACH, FLORIDA 33401

TELEPHONE (561) 478-4500
TOLL FREE (800) 878-5297
FACSIMILE (561) 684-7246

PLEASE REPLY TO
P. O. BOX 2069
WEST PALM BEACH, FLORIDA 33402-2069
E-MAIL ADDRESS ACWMLAW@AOL.COM

ALEX D. BARBER
JODI Q. BARRETT
JAMES C. BARRY
STEPHANIE BROWN
PETER A. COOKE
JAMES W. FLANAGAN
PAUL L. HARWOOD
THOMAS HODAS
PATRICIA A. HUDGE
CATHERINE L. KASTEN
REED W. KELLNER
ROBERT G. MERKEL
CATHERINE M. PARIS
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* BOARD CERTIFIED CIVIL TRIAL LAWYER

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SUSAN L. HERRINGS

PARALEGAL
VICKI S. BRACKETT

R N PARALEGAL
KELLIE N. McMILLAN

February 14, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

Dear Sir/Madam:

As a resident of Palm Beach County and a member of the Ocean Reef Club which is located in the northern end of the island of Key Largo in the Florida Keys, I am gravely concerned about a proposal to turn Homestead Air Force Base into a large commercial airport. Needless to say, with the several hundred proposed flights in and out of the airport a day, many tons of toxic air emissions will be released on a daily basis into Biscayne Bay and two adjacent national parks and the Everglades water containment facility which provides drinking water to all of South Florida.

It is beyond my imagination how the Federal government can be spending billions of dollars to clean up the Everglades in terms of water pollution, yet have the Department of Air Force propose converting the Homestead Reserve Air Force Base into a commercial airport which will create substantially more air and ground water pollution. Essentially, we have two arms of the government working in complete opposite directions, both creating hundreds of millions of additional charges to the tax-paying public.

There is absolutely no reason for this commercial airport to be installed. I strongly urge that everything be done to cancel this foolish program.

Sincerely,

ROBERT G. MERKEL
RGM/osd/ac/apo
Enclosure

000637

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2-11-2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

To Whom It May Concern:

It is beyond my comprehension that anyone would consider putting a commercial/cargo airport so close to a nuclear plant!

Major air disasters were few and far between at HAFB. But who could compare favorably the maintenance on cargo planes flown for profit and the Air Force maintenance schedule? Do not delude the public with stats on the safety record of the cargo planes — particularly from foreign countries.

Also we the public are well aware that not all the buildings which house nuclear waste are crash proof.

Don't let greed destroy the people and

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MAS ESPACIO****

NAME/NOMBRE: Cora Mazzagatti
ADDRESS/DIRECCIÓN: 18551 SW 204 ST
CITY/CIUDAD: Miami
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33187

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

Se publicarán sus comentarios en el SEIS FINAL. Favor de no incluir su dirección personal si no desea que esta aparezca en el SEIS FINAL. El hecho de proporcionar esta información es considerado como su consentimiento para publicarla

Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

beauty of South Florida.

There is an alternate plan which would provide jobs without a major threat to our safety. Please do not endorse this commercial airport for Homestead Air Reserve Base.

Thank you.

Cora Mazzagatti
(Cora Mazzagatti)
18551 SW 204 St
Miami, FL
33187

→ This location is approximately 10 miles NE of the nuclear plant.

25 year resident of South Dade

000649

Community Bank of Elmhurst
"Your Hometown Bank"

William C. Gooch Jr.
President & CEO

330 W. Butterfield Rd. at Spring Rd.
Elmhurst, IL 60126
http: www.elmhurst.com/cbe

(630) 782-1234
Fax (630) 782-1242
E-Mail: cbe@elmhurst.com

February 16, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

Dear SEIS Contact,

My wife and I have been homeowners at the northern end of Key Largo, Florida at the Ocean Reef Club for 22 years. I have never seen our community so united in our opposition as it is to the Air Force proposal to transfer the Homestead Air Reserve Base into a large commercial airport.

The draft study shows 600 flights a day of all size planes, including jumbo jets, which is clearly unacceptable. From a noise and pollution standpoint, it would be horrendous. However, the primary reason this should never happen is the environment. In addition to the damage to the Keys, this airport would inflict irreparable harm to the Biscayne National Park (1 1/2 miles away) and the Everglades National Park (8 ½ miles away).

There are several alternative options that would have a dynamic positive effect without decimating the environment.

Thank you for taking the time to read this letter, and if you have any questions, please don't hesitate to contact me.

Sincerely,

William C. Gooch Jr.

WCG/njb

CC Vice President Al Gore, The White House, 1600 Pennsylvania Ave., Washington DC
Interior Secretary Bruce Babbitt, 1849 C St. N. W., Washington DC 20240
Defense Secretary William S. Cohen, 1000 Defense Pentagon, Washington DC 20301
Secretary of the Air Force F. Whitten Peters, 1670 Air Force Pentagon, Washington DC 20330
Senator Peter G. Fitzgerald, Senate Dirksen Building 555, Washington DC 20510
U. S. Representative Henry J. Hyde, 2110 Rayburn HOB, Washington DC 20515

000655

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: Feb. 15, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Dear Sirs:

Please do not allow the construction of an airport for cargo at the current Homestead Air Force Base site.

We are very concerned about the negative impact this will have on our fragile ecosystem. From our Everglades to the at sleve Florida dual tarmac. Construction will have a devastating effect. Concerns include air pollution, ground sewage pollution, fresh and saltwater and loss of wildlife. The real impact will not be realized for a number of years, long after the damage has been done. Then, its too late.

Please consider another alternative that will still have a positive impact on the needs economy but will not have the long term irreparable repercussions that we would have with an airport.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Charles E. Roedem
ADDRESS/DIRECCIÓN: 175 SE 25 Rd. #86
CITY/CIUDAD: Miami
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33129

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1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

000657

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2-15-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

1) I AM 74 YEARS OLD - BORN & RAISED IN MIAMI - THIS IS THE LAST FARM LAND WE HAVE - LEAVE IT ALONE -

2) CONTRACT WAS AWARDED TO HARDI ILLEGALLY - NO OTHER BIDDERS -

3) CANNOT GET HELP FOR JOBS WE NOW HAVE IN HOMESTEAD - WHY DO WE NEED "35000" MORE JOBS???

4) PLEASE DO NOT LET COUNTY TAKE OVER THE AIRPORT !!!

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Elva L. Williams
ADDRESS/DIRECCIÓN:
CITY/CIUDAD:
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

000659

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: Feb 15, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

See attached

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE Jane Westberg & Hilliard Jason
ADDRESS/DIRECCIÓN 200 Ocean Lane Dr #PA3
CITY/CIUDAD Key Biscayne FL
STATE, ZIP CODE/ESTADO, ZONA POSTAL FL 33149

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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Homestead SEIS
AFBCA/EX
1700 N Moore St., Suite 2300
Arlington, VA 22209-2802
FAX 703-696-8828

W want to express my opposition to building a new airport in South Florida near two national parks - 2 miles from Biscayne National Park and 10 miles from Everglades National Park.

Our two National Parks are precious resources in an area that, as you know, is already overbuilt. To the north of the proposed aiport, the Everglades has been badly encroached upon, resulting in the destruction of irreplacable habitat. We have also not taken good care of Biscayne National Park. We can't further undermine these unique, irreplacable treasures.

Some of the specific reasons for our opposing the proposed airport are as follows:

At capacity, the airport would bring 231,000 flights a year, that's about one operation (plane departure or arrival) a minute.

Because of conflicts with MIA's airspace to the north, planes will have to be routed over the national parks and the Florida Keys National Marine Sanctuary and remain at lower altitudes longer than might otherwise be the case. Biscayne National Park will be particularly hard hit by noise impact because of its proximity to the planned international commercial airport. For example, there will be an estimated 105 flights a day, most at altitudes between 2000 and 4000 feet, over the Biscayne National Park Visitors Center.

At this distance, the commercial jets will sound like a loud lawn mower 3 feet away or a New York City subway train. Even as far out in the park as Elliot Key, the jets will sound like the equivalent of a garbage disposal.

The proposed airport will increase nutrient pollution into Biscayne Bay even though the Bay - a classified Outstanding Florida Water -- is already showing the ill effects of the current level of such pollution.

While polluted surface water discharges will increase, relatively clean groundwater flows to Biscayne Bay will decrease. Groundwater flow to the Bay is already much less than historical levels and is expected to continue to decrease as a result of development generally and restoration efforts intended to decrease drainage out of the Everglades.

The airport will significantly increase inputs into the Bay both of the hazardous air pollutant polycyclic aromatic hydrocarbons (PAHs), which is unregulated in aircraft emissions, and of ammonia, which is toxic to marine life.

Development associated with the airport will result in the development of thousands of acres of agricultural land and wildlife habitat.

The proposed airport will increase local air pollution, resulting in the daily emissions of 7 tons of toxic air pollutants, like nitrogen oxides and volatile organic compounds. Nitrogen oxide levels are estimated to increase 48 times in Biscayne National Park and 45 times in Everglades National Park.

Thank you.

Jane Westberg and Hilliard Jason
200 Ocean Lane Drive #PA3
Key Biscayne, Florida, 33149

000660

David T. Dort
39 Island Drive
Key Largo, Fl. 33037
305-367-2583 Fax 305 367-4481
ddort02@aol.com

February 15, 2000

Homestead SEIS
AFBCA
1700 Moore Street
Arlington, VA 22209-2802

Gentlemen.

I write to protest the unconscionable plan to turn the former Homestead Air Force Base int o a commercial airport The real estate interests who propose this and to whom the County will turn over the property are short-sighted, and greedy

The plea for the commercial airport is the creation of jobs. There has been little discussion of the harm done to residents of lower Florida or the Keys that will result In addition and in the long run the destruction of the marine and land's habitat and fertility will destroy the possibility of more jobs for future generations.

The Collier Hoover plan is the best of not good choices

I hope you will look into this further and see for yourselves it would truly be wrong and harmful to many people now and those to come I believe if you do so you will find it worth going to a major effort to prevent this

Yours very truly
David Dort

000662

02-16-00

We Want to give our opinion on the Airport for Homestead. We do Not Want it Not only because of the environment but the people. The Noise will be awful. We have lived in Homestead since 1946 and know what it was like when the Air Force was here. The noise then was bad! I think there could be better use of the land. No Airport! The Airport will not solve Homestead's problems only make more.
Please consider 2 more votes for No to the Airport.

Thank you
Robert + Polly Garritt
18600 SW 295 Ter
Homestead, Fl 33030

ROBERT B. SWINDELL
601 ACADEMY PLACE
PITTSBURGH, PENNSYLVANIA 15238

000665

February 16, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

Dear SEIS Contact:

I am writing because of my deep concern over the proposed transfer of the Homestead Air Reserve Base in Florida to Miami-Dade County for development of a large commercial airport. I am a homeowner in the Ocean Reef community which is located on the northern end of the island of Key Largo in the Florida Keys.

According to a study I have read, this would be the closest major airport to two national parks anywhere in the United States and we could expect over 600 jet airplanes to fly over our house and over these fragile parks every day. I can just imagine the noise over the Everglades and Biscayne National Park.

I urge you to seriously consider the alternative proposal for this land, which is a mixed use of residential and commercial plans which would not damage this fragile land, and also provide jobs and an economic lift to the people living here. This would preserve the unique characteristics of these parks.

Thank you for taking the time to read this letter.

Sincerely,

Phyllis B. Swindell

Mrs. Robert B. Swindell
cc:V.P. Al Gore
Sec. Bruce Babbitt
Sec. Wm. Cohen
A.F. Sec. F. W. Peters

000669

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: Feb 7, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I vehemently object to the proposal for a commercial cargo Airport in Homestead. The damage to the Environment + to the Everglades would be devastating, but also, the alternatives suit the purpose much better

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Loretta Watts
ADDRESS/DIRECCIÓN: 1 Pumpkin Cay Rd - Unit A
CITY/CIUDAD: Key Largo, Fl
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33037

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AFBCA/EX
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Arlington, VA 22209-2802
FAX: 703-696-8828

000670

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2-7-2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Please No Airport.
More study needs to be done.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Mary Ellen Sherry
ADDRESS/DIRECCIÓN: 920 Arvalona Rd.
CITY/CIUDAD: Key Largo
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Fl. 33037

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Arlington, VA 22209-2802
FAX: 703-696-8828

000671

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: Feb 7 '00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Please NO airport - consider:
John Pennekamp State Park which was not even mentioned in the SEIS and
More appropriate jobs available sooner in Collier plan

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Sarah J. Gephart
ADDRESS/DIRECCIÓN:
CITY/CIUDAD:
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

000672

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2-7-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I oppose the airport - and favor the Collier plan.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MAS ESPACIO****

NAME/NOMBRE: Jane Shelley
ADDRESS/DIRECCIÓN: 17 Summer Green
CITY/CIUDAD: Key Largo
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Florida 33037

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1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

000673

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: Feb 7, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

PLEASE — FIND AN ALTERNATIVE TO THE PROPOSED AIRPORT.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MAS ESPACIO****

NAME/NOMBRE: ANNETTE MORLEY
ADDRESS/DIRECCIÓN:
CITY/CIUDAD:
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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Arlington, VA 22209-2802
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000674

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2-7-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Please do not put an airport in Homestead.
My concern for the reef damage.
Possibly the Collier proposal is better.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MAS ESPACIO****

NAME/NOMBRE: Shirley Rogers
ADDRESS/DIRECCIÓN: 24 Dockside Ln PMB 409
CITY/CIUDAD: Key Largo
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33037

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1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

000675

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/7/2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Please NO AIRPORT
Jobs available in Collier Plan

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MAS ESPACIO****

NAME/NOMBRE: Betty Bourke
ADDRESS/DIRECCIÓN: 24 Dockside Lane #483
CITY/CIUDAD: Key Largo 33037
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Fl

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FAX: 703-696-8828

000676

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2-9-2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I wish to express my strong opposition to the development of an airport at Homestead Air Force Base - I believe other plans would provide the jobs for Homestead without the serious detrimental effects on the Everglades and surrounding environment -

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Mrs. Michelle Cayen
ADDRESS/DIRECCIÓN: 5 Spring Rd.
CITY/CIUDAD: Key Largo
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL

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Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802

000677

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/7/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Please no Airport - Consider John Pennekamp State Park which was not mentioned in the SEIS and more appropriate jobs available sooner in Collier plan

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Peter Mennin
ADDRESS/DIRECCIÓN:
CITY/CIUDAD:
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2-9-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I strongly oppose the airport in Homestead. It will hurt the environment & the Everglades & Biscayne Bay.
I support the Collier-Hoover PROPOSAL.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: T. M. TERRELL
ADDRESS/DIRECCIÓN: P.O. Box [illegible]
CITY/CIUDAD: Key Largo
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL. 33037

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FAX: 703-696-8828

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Written Comment Sheet - Hoja para Comentarios por Escrito
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Thank you for your input
Gracias por su participación

DATE/FECHA: 2-10-2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I oppose the HABDI Homestead Airport development due to the detrimental impact on the environment. The Everglades is a unique part of the community. As a schoolteacher, I am always encouraging my students to protect the environment. The HABDI Homestead Airport development would cause extreme water and noise pollution defeating the quest for protection.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Cindy Bonanno
ADDRESS/DIRECCIÓN:
CITY/CIUDAD:
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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02/10/2000 09:30 3303013744 LIGHNING PRINTING PAGE 01
02 08/00 11:24 FAX 3053613113

000688

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2-16-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

DO NOT CONVERT HOMESTEAD AFB TO AN AIRPORT!!
CONVERTING HOMESTEAD AFB TO A
COMMERCIAL or PRIVATE AIRPORT WILL NOT
CREATE A GREAT NUMBER OF JOBS AS INDICATED
IN SOME PROPAGANDA PRO-CONVERSION.
AN AIRPORT AT HOMESTEAD WILL CREATE:
1) A TRAFFIC PROBLEM OF HUGE PROPORTION
ON ROADS ALREADY OVER LOADED.
2) POLLUTION --- BOTH NOISE AND CHEMICAL
WHICH WILL HAVE TREMENDOUS ADVERSE
EFFECT ON THE EVERGLADES AND ON
THE KEYS

THE EVERGLADES ACCORDING TO SOME STATEMENTS WILL
BE AVOIDED BY AIRCRAFT ... EASY TO SAY - PRACTICALLY
IMPOSSIBLE TO DO. THE EVERGLADES WILL BE ADVERSELY
EFFECTED
THE KEYS HAVE BEEN DESIGNATED AS A CRITICAL AREA
UNABLE TO AFFORD ANY MORE ADVERSE INFLUENCES

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: THOMAS A EVANS
ADDRESS/DIRECCIÓN: PO BOX 413
CITY/CIUDAD: KEY LARGO,
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FLORIDA 33037

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1700 N. Moore St., Suite 2300
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FAX. 703-696-8828

000694

February 19,2000

To: US Air Force officials
RE: Plans for the redevelopment of Homestead AFB

As a nearby resident and longtime Floridian, I would like to voice m opposition to the creation of a reliever airport, or cargo airport, at th site. As it has been pointed out, the property is located between two great environmentally sensitive parks: The Everglades and Biscayne Natural Park. Those of us longtime residents have seen more than enough o Florida's natural resources paved over in the name of development d growth. These two priceless natural environments are all that is left the true Florida here in the Southeast of this state. I believe the ecology would be irreparably harmed by noise, pollution, construction and air contamination. I respectfully suggest the site be allowed to be either left in its current stage, or MINIMALLY developed for an ecotourism park or something vastly more compatible.

Thank You for your consideration,

Cynthia Cassidy
14530 SW 93 Terrace
Miami, Fl 33186

FROM : Bitter FAX NO. : 3053674412 Feb. 13 2000 10:07PM P1

000695

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA:

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Definitely No - Too much pollution - Mark Winfield 2/13/2002 P.O. Box 2201 Tavernier
Definitely No - Dorothy H. Stripling
Sherry Stripling

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE:
ADDRESS/DIRECCIÓN:
CITY/CIUDAD:
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX. 703-696-8828

FROM PHONE No. : Feb. 21 3:37PM P01

000696

Homestead SEIS, AFBCA/EX
1700 N Moore St, Suite 2300
Arlington, VA 22209-2802

Feb - 21/00
2655 SE - Place
Homestead, Fl - 33033

Dear Sir or Madam

My wife and I wish to register, very strongly, our opposition to the proposed commercial airport at the Homestead Air Base.

We believe such usage of the property will be extreamely detrimental to the enviroment and particularly the National Parks that virtually surround the Base. As a resident of Homestead I believe that such usage of the property would also be detrimental to our lifestyle and enjoyment of our property rights.

We ask you to support our position in this regard and do everything in your power to thwart the transfer of the property to the Dade County of Florida.

Yours truly

Ps. We do support the alternative Collier Hoover project proposal

000706

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA Feb. 15 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Ironic isn't it, that there was such a large body representing North Dade and Broward public hearings for Homestead draft SEIS', and that hearings were held in Homestead once. ... since seemed to facilitate more convenient access for those afore mentioned regions! Is it not perhaps that our elected official Penelas, who's office was designed to serve the people in ... interest will be reaping the benefits of his real estate involvement in the homestead airport ... those he 'serves' will be suffering consequences of a myriad of economical, social, and enviro ... fallacies? Assuming (and this will be a stretch of any imagination) that everything goes on behind closed doors is legal, and in our best interest as our officials see it. I'd simply point out ... commercialization of the Homestead airport will be anything but beneficial to ...

It seems that the primary argument of the airport's supporters involves the economic ... bring to Homestead. They point out the economic tribulations we've faced here ... fabricate stories about our unemployment problem and promise us 38,000 ... expanded. Very well, except that their unemployment rate is the lowest it's been in over a ... was at it's highest in 1992 directly prior to the hurricane when the Homestead Air Force Base ... operation and has decreased steadily to the rate it was in Sept of 1999 (when my ... Assuming that the airport is built, and 38,000 jobs do become available in the South Dade area ... of them are we to actually expect to get? No less than a third will be gone by the time ... the airport is completed, and we are not so naive as to believe that the majority of those ... not go to out of area workers who will move down with their families to compete in ... claim more of our agricultural area for the building of residences (While less ... greater population, Penellas is capitalizing on the property exchange $!)

Think also of the social ramifications this airport, and the people who follow ... traffic jams, noise and pollution off the highways which will assuredly spring up to accommodate ... of migrants and cargo commuting to and from the airport outside our doors. What ... after when our daily retreat is interrupted every two moments for the angry drone of a ...

All pales though when juxtaposed to the environmental repercussions of the pass... Supporters of the airport claim that the environmental impact of the new airport will have ... Technologies will be utilized and the facility designed to minimize leachates and runoff ... and docks. Fine. That's lovely. Naive but lovely. What are they going to install ... to protect the Biscayne aquifer, (designated our sole source of drinking water ... Florida dept. of environmental regulations) from further contamination from the ... would be crammed with vehicles associated with the airport? What will protect Biscayne B ... (names to some of the last coral reefs in the world) from the continual drizzle of ... nitrates produced by the high temperature engines? What regulations will prevent the ... inherently associated with so ambitious a commercial endeavor from contributing ... already threatened everglades ecosystem which has drawn visitors to South Florida fro ... The everglades, one of the final refuges of the Bald Eagle, which the Colonel and ... military so proudly wear upon their uniforms, has been an economic boon and a beauty to b ...

Though intricately linked, I've divided my arguments for simplicity of ... not be built because the social and economic costs will be far greater than ... economic gain suggest, and altogether greater than we are willing to afford

000708

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: Feb 8, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Dear Sirs,
I was born and raised in the area surrounding Homestead AFB. I farm and visit and use the national parks nearby and strongly believe a commercial airport would have a disastrous effect on my quality of life.
There are other alternatives to a commercial airport that will benefit the economy of the surrounding communities without the adverse effects of noise, air and water pollution. I also believe a commercial airport would encourage development and loss of agricultural land.

****** CONTINUE ON BACK FOR MORE SPACE ******
******CONTINÚE AL DORSO PARA MÁS ESPACIO******

NAME/NOMBRE: James Grafe

ADDRESS/DIRECCIÓN:

CITY/CIUDAD:

STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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FAX: 703-696-8828

000709

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Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/8/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I HAVE BEEN A RESIDENT OF HOMESTEAD FOR 20 YRS AND WOULD NOT LIKE TO SEE THIS AIRPORT DO TO THE EFFECT ON THE ENVIRONMENT. I DO AND HAVE BEEN A REGISTERED FISHERMEN & HUNTER IN THE AREA AS LONG AS MY RESIDENTS. THANK YOU FOR YOUR TIME

****** CONTINUE ON BACK FOR MORE SPACE ******
******CONTINÚE AL DORSO PARA MÁS ESPACIO******

NAME/NOMBRE: WILLIAM DALE BRANNEN

ADDRESS/DIRECCIÓN: P.O. Box 901192

CITY/CIUDAD: HOMST

STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33090

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FAX: 703-696-8828

B. J. Daenzer
28 Angelfish Cay Drive
Key Largo, FL 33037

000716

February 1, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

Dear SEIS Contact:

I am a member of the Ocean Reef Club, which is located on the northern end of the island of Key Largo in the Florida Keys. All of us at Ocean Reef are gravely concerned about the environmental destruction that will most surely be caused by the Air Force's proposed transfer of the Homestead Air Reserve Base in Florida to Miami-Dade County for development of a large commercial airport. We strongly believe that the development of a commercial airport at the Homestead site will cause unacceptable amounts of noise and air pollution to this area.

The alternative proposals for the development of the Homestead base include a mixed commercial and residential plan that would be far more compatible with the adjacent national parks, while still providing an economic boost to the local area. Also, there appears to be alternative sites for development of additional commercial airport capacity in South Florida.

We urge you to consider the alternatives to the commercial airport option so we may preserve the unique environmental treasure of the Biscayne and Everglades National Parks.

In advance, we thank you for your time and consideration.

Sincerely

I write of behalf of myself, my children, my grandchildren + my great-grandchildren. I am 84. You must think of effect on succeeding generations

Jeanette de Moll

Lakeside Lane 46-A
Key Largo FL 33037
USA

Phone 305 367 2370

000717

February 08, 2000

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802

Dear Sir:

I moved to the Keys in 1987 from the Philadelphia , PA. area. After finding I was able to breath without using medications four times a day, I made my home here. Easy breathing was a total surprise to me since I have been an asthmatic since birth. I have taken up tennis without becoming ill, something I'd tried to do three times living in Philadelphia without success. I am healthier now then I have been all my life. DEFINITELY the quality of the air in this area has helped me. I have only to return to the Philadelphia area and within seven to ten days I have to use my medications four times a day, and some times don't get the desired results, easy breathing.

While living here I have meet many friends who have experienced the same health result. This brings me to the reason for this letter. This quality of our air is a national treasure, just as the national parks and coral reef. If must be recognized and saved.

Developing the Homestead Air Force base into a commercial airport will dump toxic compounds, such as polycyclic aromatic hydrocarbons (PAHs) into the air. PAHs are considered a hazardous air pollutant by the Environmental Protection Agency. It will also effect the water quality and damage our Coral Reef

I and many people like me will become an endangered species. Are we just another to be added to the list of endangered species ? Who will protect us ?

The Mixed Use Development Plan will meet the economics needs of the community by providing just as many jobs as a commercial airport. It also is an environmentally safer plan. It should enhance our national treasures and bring more people to visit and enjoy, what this unique area has. These treasures must be preserved. Thank you for reading my letter.

Sincerely Yours,

Jeanette de Moll

Ms. Jeanette D. deMoll
46A Lakeside Ln
Key Largo FL 33037

CHARTER MEMBER

000718

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: Feb. 9, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I am a native of Miami-Dade county + have lived in the Redland area since 1961. My husband built our house here, where we raised our family of 5 children. Several of our grandchildren were also born & live in this part of the county.
All of us have enjoyed the relative peace + quiet of the Redland area, + its proximity to the bays, the Keys, + the Everglades.
We understand that change here is inevitable, + that a decision will soon be made regarding many acres included in the former Homestead Air Force Base. It isn't realistic to believe that this land would be developed solely as a public park, or be allowed to return to its natural state, given its economic value, + the dwindling availability of land in the county.
While it's true that several other options exist for use of the land, some of these options will put less environmental stress on the 2 close by national parks Biscayne + Everglades, as well as on Florida + Biscayne bays.
The more stressful option would be to develop a freight → over

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Joanna P. Murray
ADDRESS/DIRECCIÓN: 23755 SW 142 Ave.
CITY/CIUDAD: Homestead
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Fl 33032

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airport to relieve MIA. The parks + bays, which annually bring so many visitors, are known primarily for the unusual sights of nature which can be enjoyed in a peaceful atmosphere. A close by airport would damage that atmosphere as it filled the air with noise, + the water with pollution.

Please think long + carefully before making any decision that would burden this unique area. Progress can be made, + the economy prodded with other options.

000719

Robert S. Anderson
645 S.E. 26th Dr
Homestead, Florida 33033
(305) 230-0080

U.S. Air Force
AFBCA/EX
1700 N Moore Street, Suite 2300
Arlington, Va. 22209-2802

Tuesday, February 08, 2000

Gentlemen:

I have read the SEIS summary and recognize the effort that went into the report and am pleased to see that it concludes that our National parks and commercial development can coexist. I also attended the public hearing at South Dade High School on Februaury 1, 2000

I live in Keysgate, quite close to the base. I was stationed at Homestead AFB as a pilot when the base housed two Strategic Air Command B-47 wings in the late 1950's.

We have been blessed, since the demise of the major Communist powers, with reduced threats to our National security. But, if history tells us anything, it is that new threats and possible conflicts will arise. With the removal of our military forces from Panama and our loss of control of the canal, the close proximity of one of the few remaining Communist countries; instability in Haiti; the recent coup in Ecuador and much of South America under seige, from either insurgents or drug lords, I think it is essential to preserve a strong military presence on the base. I believe it is prudent to see that the Air Force has adequate space, should the need arise in the future, for a larger military force than is presently stationed there. In addition, we need the assurance that the Air Force has priority use of the runway over any other use being considered. As State Senator Daryl Jones pointed out at the meeting, it is likely that a full blown commercial airport would make a military operation almost impossible to continue. If the base is almost entirely turned over to non-military development, we may face a time in the future when our National security requires that a base be built in S. Florida and we may then find that the only available spot is the old jetport in the middle of the Everglades. And that would indeed be ironic.

My other concern is the apparently automatic conclusion that if a commercial airport is to be built there, that the property would be turned over to Miami- Dade County. In my opinion the base should not be turned over to Miami-Dade County for any purpose. I listened to Mayor Pinelas and Manager Sterheim and believe them to be forthright and honorable men. I know that there are many fine, honest and dedicated employees of Miami-Dade County. But clearly, the record shows that the County should not be entrusted with so dear a public asset as the Homestead Air Force Reserve Base.

I have lived in South Florida for many years, and this county's record of ineptitude, incompetence, scandal and cronyism in the management and fiscal oversight of public

assets does not inspire confidence that such a valuable property will be managed in the public's interest

A few months ago, there was a County referendum on a proposal to improve public transportation in Miami-Dade by imposing a one cent sales tax increase. Most people agree on the need to improve our traffic flow, but the unfortunate fact is that the public's distrust of Miami- County 's ability to properly and honestly manage runs so deep that it was soundly defeated

The recent Grand Jury expressed dismay and outrage at the County's management and contracting practices. The port scandal, where the Port of Miami was openly operated for years as a personal fiefdom; where buildings were constucted without permits and contractors got rich while the port lost money; is just another example of this county's concept of managing major public facilities. The well publisized problems of poorly constructed parking garages (which had to be rebuilt) and of lax security and drug smuggling at Miami International Airport have made it a subject of ridicule and a source of material for late night comedians and water cooler office humor. (ie "the $5 billion expansion at MIA would only cost $3 billion anywhere else.") These and many other events go back years and continue to demonstrate the County's unwillingness or inability to provide responsible oversight. It was the Miami Herald that persisted in uncovering the Port scandal, otherwise it would probably still be operating in the same manner.

Further evidence of the County's arrogance and complete disregard for the interests of the citizens and taxpayers, is the fact that the County Aviation Authority granted a sole source, no bid lease to develop the base property, when and if it get it's hands on the base. The fact that they have the legal authority to make such arrangements with an organization that has refused to even produce a financial statement should be of concern to us all and a warning to the Federal Government and the Air Force as the dispensing agency. I have to ask "would any governmental agency that is even slightly concerned with the best interests of its taxpayers, or even hoping to avoid the perception of impropriety, consider engaging in such inappropriate behavior?"

I favor the best compatible commercial development of the property, be it an airport or golf course. Because I live closeby, I would rather not see an airport there, but have been aware that the possibility existed for years. In this day of deregulation, where airlines, telephones and myriad other enterprises are open for competion, I cannot comprehend why it should be assumed that only Miami-Dade has the expertise or the right to build or operate an airport. If an airport is chosen as the best alternative I ask that you open it up to competition or convey it to the State of Florida, the FAA, or the City of Homestead. There are numerous credible, financially responsible private companies or consortiums that can bring prosperous and managed development to our area. I fear that if Miami-Dade gets access to the base, it will make headlines, but not in a way that will make any of us proud. Please, whatever you do, do not transfer the base to Miami-Dade County.

Thank you,

Robert S. Anderson

Robert S. Anderson

000721

2-7-00

U.S. Air Force,
AFBCA/EX,
1700 N. Moore ST.
Suite 2300
Arlington, VA. 22209-2802

To Whom This May Concern

I wish to voice my opposition (as well as that of my wife) to the proposal to redevelop the former Homestead AFB to a commercial airport.

Instead, I support the proposal for mixed use: golf course, tourist attractions + perhaps office buildings with some very light, non-polluting light industry.

Thank you for the opportunity for expressing my position.

Cordially,
Dr. Stanley C. Hyman
251 Crandon Blvd #607
Key Biscayne Fla 33149

000722

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/8/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I want the airbase to be converted to a commercial airport. This would greatly increase job probability throughout the South Florida area + which also would increase tourism statewide. Commercial Paddington.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Thomas Lamont - Janet Lamont
ADDRESS/DIRECCIÓN: Cutler Ridge - Perrine
CITY/CIUDAD: Dade County Rec. since 1965
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Fl

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

000723

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/4/2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

The number of jobs thought to be brought by the cargo airport is important - But the number of jobs lost by the airport's pollution environmentally by fallout, by noise will decimate that number. Tourism is our #2 employment supplier - With that number of planes going over the environmentally fragile Keys & their paths the noise first + then the blebs left behind by the fallout of the planes on the sea of grass, the water - will push the attraction that the Keys have always expressed to visitors. The alternative to the cargo port offers an equal number of jobs + are friendly to our fragile world. There is only one cargo airport that is profitable in the state + that is in Tampa built in a large business complex that relies on the cargo planes - It's away from land that could be harmed both by noise + fallout. The job Homestead is counting on could be down the drain in a few years after the port is built + the port may be delayed for 10 years. The ad revenue could be upon 7 years + friendly to the tourist trade a key advantage —

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Cissy Gordo
ADDRESS/DIRECCIÓN: 7 Beute Road -
CITY/CIUDAD: Key Largo Florida 33037
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Florida 33037

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Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 8 February 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I sincerely object to placing a commercial airport at Homestead, FL airforce Base - between two pristine (new) national parks. It may appear to be a quick fix to economically rehabilitate the area, but we must look at the long run - The Hoover-Collier Plan has long term benefits for residents - and tourists whose dollars are vital to the area.

NO AIRPORT!

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: J. Warren McClure
ADDRESS/DIRECCION: 19 E. Snapper Point Dr.
CITY/CIUDAD: Key Largo, FL 33037
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33037

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Thank you for your input
Gracias por su participación

DATE/FECHA: FEB 7, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

THE NEED OF ADDITIONAL AIRPORT (COMMERCIAL) IN MIAMI-DADE COUNTY MUST BE RE-EXAMINED DUE TO THE FACT THAT UNITED, DELTA, CONTINENTAL AND AMERICAN AIRLINES ARE IN THE PROCESS OF SETTING UP FLIGHTS FROM NEW YORK, ATLANTA, HOUSTON, DALLAS-FORT WORTH AND LOS ANGELES THAT WILL BY-PASS MIAMI TO LATIN AMERICA & CENTRAL AMERICA & THE CARIBBEAN. THESE CARRIERS REALIZE THAT AIRLINE PASSENGERS ARE NOT ALL GOING TO MIAMI AND TO ELIMINATE AN UNNECESSARY STOPOVER IN MIAMI IS A POSITIVE SELLING POINT. PORT OF ENTRY AT MIA FOR PASSENGERS CONTINUING TO OTHER CITIES IS A TIME CONSUMING, TROUBLESOME ADVENTURE TO BE ELIMINATED IF AT ALL POSSIBLE. THE REDUCTION IN PASSENGER TRAFFIC AT MIA IS ALREADY HAPPENING. THEREFORE HST WILL NOT BE NEEDED. -OVER-

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: ROBERT F. TILNEY
ADDRESS/DIRECCION: 65 SNAPPER AVE
CITY/CIUDAD: KEY LARGO
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FLORIDA 33037-4783

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TO PROVIDE ECONOMIC HELP TO THE HOMESTEAD/SOUTH MIAMI-DADE AREA IN THE SHORTEST TIME PERIOD APPROVE THE MIXED USE ALTERNATIVE. THE HOOVER/COLLIER PLAN.

000726

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: FEB 7 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

THE DIFFERENCE BETWEEN EXISTING 20,000 AND PROPOSED 230,000 FLIGHTS A YEAR MEANS A TREMENDOUS DIFFERENCE IN THE AMOUNT OF JET FUEL THAT WILL BE REQUIRED. ALSO, THE JET FUEL REQUIRED FOR MIA WILL ALSO INCREASE IN THE NEAR FUTURE. WILL THE EXISTING PIPE LINE SUPPLYING HAB & MIA FROM PORT EVERGLADES BE ABLE TO HANDLE THE EXTRA CAPACITY WITHOUT DANGER OF BREAKDOWN OR RUPTURE? ARE SAFEGUARDS IN PLACE TO PROTECT SOUTH FLORIDA FROM A MAJOR SPILL IF A RUPTURE SHOULD OCCUR? WHAT WILL IT COST TO INSURE COMPLETE PROTECTION FROM A MAJOR SPILL IF THE PRESENT FACILITY IS NOT ADEQUATE? THE PIPELINE IS NOT NEW AND IN SOUTH FLORIDA IS SUBJECTED TO CORROSION DUE EXTENSIVE GROUND MOISTURE.

—OVER—

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: ROBERT F. TILNEY
ADDRESS/DIRECCION: 65 SNAPPER AVE
CITY/CIUDAD: KEY LARGO
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FLORIDA, 33037-4783

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ADDITIONAL OPERATIONS (FUELING AIRCRAFT, MAINTAINING FUEL FARMS, TRANSPORTING FUEL) INCREASES RISK OF FUEL SPILLS. NO STUDY HAS BEEN INCLUDED IN THE SEIS REGARDING FUEL SPILLS AND THE THEIR EFFECT ON THE ENVIRONMENT. FUEL SPILLS DO OCCURE AND MORE OFTEN THAN MOST PEOPLE REALIZE. THIS ALSO INCREASES THE POSSIBILITY OF FIRE IN AN AREA WHERE SERIOUS CONSEQUENCES COULD HAPPEN.

WE DO NOT NEED TO EXPOSE THE PEOPLE AND DELICATE ECOLOGY OF SOUTH FLORIDE TO THESE ADDITIONAL HAZARDS BY ALLOWING THE H&T PROJECT TO BE APPROVED.

000727

EDWARD A. JACKSON
14900 SW 297 ST
LEISURE CITY, FL 33033

U.S. AIR FORCE
AFBCA/EX
1700 N. MOORE ST.
SUITE 2300
ARLINGTON, VA 22209-2802

DEAR SIRS,

THANK YOU FOR THE OPPORTUNITY TO EXPRESS MY VIEWS ON THE IMPACT THAT THE PROPOSED COMMERCIAL AIRPORT WOULD HAVE ON THE SOUTH DADE AREA. MY WORK SCHEDULE WOULD NOT PERMIT ME TO ATTEND THE MEETINGS THAT WERE HELD AND BESIDES I TEND TO FREEZE UP IN A CROWD SITUATION AND COULD NOT HAVE SPOKEN WELL IF AT ALL.

ANYONE WHO HAS ANY CONCERNS WHAT AN AIRPORT WOULD DO TO THE ENVIRONMENT NEEDS TO GO TO EITHER THE EAST OR WEST APPROACHES OF MIA TO SEE WHAT IS LEFT BEHIND AS AIRPLANES LAND AND TAKE OFF. THE AIR QUALITY IS UNACCEPTABLE. BUT OF AN EQUAL CONCERN IS THE NOISE POLLUTION. WHEN MY WIFE AND I MOVED TO THE LEISURE CITY AREA ALMOST 17 YEARS AGO WE LIKED IT BECAUSE IT WAS MOSTLY RETIRED PERSONS LIVING IN MODERATELY PRICED HOUSES THAT TOOK CONCERN FOR THEIR NEIGHBORHOOD. HURRICANE ANDREW TOOK CARE OF MOST OF THAT AS A LOT OF THOSE WHO LIVED HERE WERE RETIRED MILITARY AND WITH THE BASE CLOSURE THEY HAD TO GO WHERE THEY COULD GET THEIR WELL DESERVED BENEFITS. AS EX-AIR FORCE I KNOW WHAT ANYONE HAS GONE THROUGH TO SERVE THEIR COUNTRY FOR MOST OF THEIR LIVES. I ALSO AM FAMILIAR WITH THE NOISE PLANES MAKE WHEN THEY LAND AND TAKE OFF. THE NOISE IS BAD ENOUGH WHEN THE RESERVES "RUN UP" AN ENGINE THEY HAVE JUST WORKED ON TO TEST IT. BUT IT IS SOMETHING YOU CAN LIVE WITH. I WORK FOR METRO-DADE TRANSIT AND WE HAVE A GARAGE EAST OF MIA. WHEN PLANES ARE TAKING OFF TO THE EAST YOU CANNOT HOLD A CONVERSATION UNTIL IT PASSES. WHEN THE PREVAILING WIND IS FROM THE WEST AND THEY HAVE TO LAND OVER THE AREA THE NOISE IS THE SAME. RESIDENTS OF THE AREA HAVE COMPLAINED LONG AND LOUD ABOUT THE NOISE AND THEY BOUGHT IN THE AREA WITH THE AIRPORT ALREADY THERE. WE DID NOT. I WORK NIGHTS AND SLEEP DAYS AS DO SOME OF MY NEIGHBORS AS THEY WORK SECURITY OR FOR THE POLICE DEPARTMENT.

ANOTHER CONCERN THAT SEEMS TO BE OVERLOOKED IS THE DISTANCE FROM THE AIR BASE TO OTHER SHIPPING TERMINALS. THE PORT OF MIAMI IS A LONG WAY FROM HERE AND THERE ARE ONLY TWO WAYS TO GET THERE, EITHER THE TURNPIKE WITH ALL ITS TOLLS OR "USELESS" HIGHWAY US1. THE RAIL FACILITIES WERE TORN OUT YEARS AGO. THE ROADS WERE NOT DESIGNED FOR THE TRUCK TRAFFIC IT WOULD TAKE TO MOVE THE CARGO FLOWN IN. THEY ARE IN BAD ENOUGH SHAPE AS IT IS.

AS I HAVE SAID WE LIVE IN THE HOMESTEAD AREA FOR PEACE AND QUITE. IF WE WANTED NOISE AND POLLUTION WE WOULD LIVE IN MIAMI CLOSER TO OUR JOBS. YES, HOMESTEAD NEEDS AN ECONOMIC BOOST BUT THERE HAS TO BE ANOTHER SOLUTION. THERE IS ALREADY ANOTHER AIRPORT IN THE KENDALL AREA, TAMIAMI AIRPORT. I DON'T HEAR ANYONE TALKING ABOUT TURNING IT INTO A COMMERCIAL AIRPORT. WHY? IT'S BECAUSE THERE IS MONEY THERE AND THE RESIDENTS WOULD BE UP IN ARMS IF THAT PROPOSAL WAS BROUGHT UP. LET'S FACE IT, NO RESIDENTIAL AREA WANTS AN AIRPORT BUILT IN THEIR BACK YARDS. THEIR PROPERTY VALUES WOULD FALL DRAMATICALLY. MOST AIRPORTS HAVE A BUFFER ZONE IN CASE A PLANE GETS IN TROUBLE WHEN IT IS LANDING OR TAKING OFF. CASE IN POINT, A PRIVATE PLANE CRASHED INTO HOUSE OUT OF THE PERRY AIRPORT NOT LONG AGO. THE PILOT AND A PASSENGER WERE KILLED. I AM NOT SURE ABOUT THE RESIDENTS OF THE HOUSE. A CARGO PLANE CRASHED ON TAKEOFF OUT OF MIA A SHORT TIME BACK. THIS PLANE CRASHED INTO A BUSINESS AREA AND LOSS WAS MINIMAL. BAD THE SAME THING HAPPENED AT HOMESTEAD WITH A TAKEOFF TO THE WEST, IT WOULD HAVE BEEN IN THE MIDDLE OF A RESIDENTIAL NEIGHBORHOOD. HOW MANY LIVES WOULD HAVE BEEN LOST? ONE IS TOO MANY. OF COURSE THE ANSWER TO THAT IS TO SELL AND MOVE. WHO IS GOING TO BUY IN THE APPROACH PATTERN FOR A MAJOR AIRPORT?

I SINCERELY HOPE **ALL** ASPECTS WILL BE WEIGHED BEFORE A FINAL DECISION IS MADE. WHATEVER DECISION IS MADE WILL MAKE A BIG IMPACT ON THE AREA FOR YEARS TO COME. THERE ARE A LOT OF US WHO HAVE LIVED IN THE HOMESTEAD AREA FOR 30 OR MORE YEARS, WHO LIVE HERE BECAUSE WE DON'T WANT THE NOISE, FILTH, POLLUTION AND TRAFFIC CONGESTION THAT WOULD COME FROM THE PLAN THAT IS NOW PROPOSED. WE LIKE OUR "BEANER" TOWN AND LIKE LIVING IN A RURAL AREA. THE ONLY ONES YOU SEE PUSHING THIS PLAN HAVE DOLLAR SIGNS IN THEIR EYES. JUST ASK MAYOR PENELAS IF HE WOULD LIKE TO MOVE HERE BECAUSE I WOULD SELL HIM MY HOUSE REAL CHEAP. LET HIM BUILD HIS AIRPORT ON THE LAND OUT IN THE GLADES THAT HE OFFER IN EXCHANGE FOR THE RIGHTS TO BUILD AT HOMESTEAD.

AGAIN I SAY, THERE HAS TO BE A BETTER SOLUTION THAN AN AIRPORT IN OUR BACK YARDS. HOMESTEAD IS AN AGRICULTURAL AREA NOT COMMERCIAL. LET'S KEEP IT THAT WAY!!! WE CAN'T KEEP PUTTING EVERY AVAILABLE PIECE OF LAND UNDER CONCRETE AND ASPHALT.

THANK YOU AGAIN FOR AN AVENUE TO VENT MY FRUSTRATION AS LETTERS TO THE LOCAL NEWSPAPER NEVER GET PRINTED. I HOPE THIS WILL. LET IT BE KNOWN THAT THERE ARE OTHERS BESIDES THE ENVIRONMENTALISTS WHO OPPOSE THE CONSTRUCTION OF THE AIRPORT AND FOR REASONS OTHER THAN THE PROTECTION OF THE ENVIRONMENT. WE LIKE OUR ENVIRONMENT THE WAY IT IS AND WOULD LIKE TO KEEP IT THAT WAY. THAT IS WHY WE LIVE HERE.

SINCERELY,

EDWARD A. JACKSON

1

000728

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/9/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

There is no question that the environmental impact is the greatest threat! I support the Beaver Palmer program.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MAS ESPACIO****

NAME/NOMBRE: Dorsa Schumer
ADDRESS/DIRECCION: 28 Card Sound Rd
CITY/CIUDAD: Key Largo
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Florida 33037

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Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 02/08/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I strongly oppose the HABDI Homestead Airport development for environmental reasons & support the Collier Hooper Environmental Groups plan that would protect the environment and create jobs.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: MARJORIE O Leenhouts
ADDRESS/DIRECCIÓN: 41 Island Dr
CITY/CIUDAD: Key Largo, Fl.
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Fl. 33037

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Thank you for your input
Gracias por su participación

DATE/FECHA: 02/08/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I STRONGLY OPPOSE THE HABDI PLAN FOR HOMESTEAD AFB.

I AM NOT AN ENVIRONMENTALIST BUT GOING FORWARD WITH HABDI PLANS IS TO RUIN BISCAYNE BAY! WITH ITS RUIN GOES THE REASON FOR THE SUCCESS OF SOUTHERN FLORIDA.

WOULD YOU BUILD AN AIRPORT NEAR YELLOWSTONE NATIONAL PARK? OF COURSE NOT - WHY HERE?

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: JAMES LEENHOUTS
ADDRESS/DIRECCIÓN: 41 ISLAND DR
CITY/CIUDAD: KEY LARGO
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33037

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Thank you for your input
Gracias por su participación

DATE/FECHA: February 9, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Dear Sirs,
I'm asking you to spare us from having a commercial air port in Homestead, Florida. As a native of Miami I moved to Ocean Reef in Key Largo because it was still a fresh air place. My maid lives in Homestead and enjoys the same fresh air. Just look at the Miami Airport surrounding area to see what happens to living conditions around an airport down here. It is an asphalt jungle, polluted and not. People with money at Ocean Reef can afford to take their business to the Orlando, Homestead people can not do this. Their jobs here will suffer and will take jobs at a new airport with a less healthy atmosphere. Please consider saving this little piece of paradise by using this site for a more beautiful development. It is one place that can be developed without affecting the Everglades and the Redlands which we need for crops and environmental improvement. Just a ride across I-75 through Big Cypress Swamp will show you what is happening down here. Thank you for your consideration. Sincerely, Shirley Kelley

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Shirley D. Kelley
ADDRESS/DIRECCION: 24 Dockside Lane PMB3
CITY/CIUDAD: Key Largo, Florida
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33037

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2-8-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

My husband and I have been concerned about the worst environment for all of our married life (58 years). I could go into detail - but you hear about that from many sources.
I will enclose a few of Don's note cards - showing our concern. These cards have been widely accepted - announcing to us the feelings of people everywhere.
Please consider the preciousness of our Earth when important decisions are made!

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Louise M. Gabbert
ADDRESS/DIRECCIÓN:
CITY/CIUDAD: Key Largo
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33037

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Thank you for your input
Gracias por su participación

DATE/FECHA: 02/02/2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I am in favor of the Collier Project because the Everglades will be further protected by the Collier family giving up their mining rights. The State of Florida is legally bound to restore the Everglades. Handing mining rights to the State or federal government in return of developing Homestead AFB is an excellent compromise for everyone. Jobs will still be created — jobs that can employ the local population. The environment will be protected. The county will prosper. Everyone wins!

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Leslie Whaylen
ADDRESS/DIRECCIÓN: 90 Henry Morgan
CITY/CIUDAD: Key Largo
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33037

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2-7-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I vehemently oppose the airport development idea. It is ludicrous! With the federal government committing 8 billion dollars (supported by taxpayers) to restore the Everglades, it makes no sense at all to undermine this huge effort to build an airport so close at hand. This defeats the purpose and I, as a taxpayer, object strenuously to this. I support the Collier-Hoover plan as a reasonable development which will provide jobs for the future of the area.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Jean K. Swenson
ADDRESS/DIRECCIÓN: 85 Island Drive
CITY/CIUDAD: Key Largo, FL 33037
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33037

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Arlington, VA 22209-2802
FAX: 703-696-8828

000737

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2-7-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I am shocked and offended by the under handed HARDI - Airforce arrangement. There are preferable development & Alternatives which should be carefully considered.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: R.P. Swenson
ADDRESS/DIRECCIÓN: 35 Island Dr
CITY/CIUDAD: Key Largo
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Fl. 33037

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/6/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

THE AIRPORT WILL DESTROY THE FRAGILE REEF. THE TOURISM WILL DECLINE AND THEN THERE WILL BE A LOSS OF POSITIONS.
PLEASE DO THE COLLIER-HOOVER PLAN WHICH IS A WIN-WIN SITUATION!
NO AIRPORT!!

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: NATASHA PRICE
ADDRESS/DIRECCIÓN: 4 HALFWAY RD
CITY/CIUDAD: KEY LARGO, FL
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33037

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Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/7/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

NO AIRPORT!! THE FLIGHTS WILL CHASE THE BIRDS AND HURT THE ENVIRONMENT.
THE COLLIER-HOOVER PLAN IS A WIN-WIN SITUATION.
THIS WILL BRING JOBS TO THE AREA AND SAVE THE ENVIRONMENT

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: LORNE PRICE
ADDRESS/DIRECCIÓN: 4 HALFWAY RD
CITY/CIUDAD: KEY LARGO FL
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33037

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/6/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

WHY ARE YOU KILLING THE REEF, FISH, BIRDS, AND EFFECTING HUMAN HEATH WITH THE AIRPORT?
PLEASE DO THE COLLIER-HOOVER PLAN WHICH IS A WIN-WIN SITUATION!
NO AIRPORT!!

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: NATASHA PRICE
ADDRESS/DIRECCIÓN: 4 HALKWAY RD
CITY/CIUDAD: KEY LARGO, FL
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33037

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Arlington, VA 22209-2802
FAX: 703-696-8828

Homestead SEIS
AFBCA/EX
1700 N. Moore St. Suite 2300
Arlington; VA 22209-2802

000741

My husband and I attended the first Air Force presentation regarding the proposed future use of the Homestead Air Force Base as a major commercial airport We were dismayed to find that the first two hours of public debate was outstandingly dominated by politicians from the Miami- South Dade communities, who were determined to ingratiate themselves with their potential voters. It was not until very late in the meeting that opponents of the proposal were given an opportunity to voice their opinions. (At this time many of the audience had already left) With few exceptions they were met with rude behavior by the obviously organized opponents.
The intelligent comments made by Katy Sorenson, David Ritz and Pete Shields were given short shrift by the organized opposition. It is for this reason that we are writing to you with our comments regarding the proposed use of the airport.

The literature prepared by Donald J. Barry, Assistant Secretary of Fish and Wildlife Parks in his letter to Ms. Curry delineates the many environmental reasons that the SEIS proposal is not acceptable. The economic impact of such a use portends an even more compelling reason to reject such a use. The destruction of a way of life in order to satisfy the greedy developers who support this proposal is even more egregious.

It seems absolutely ridiculous for THE FEDERAL GOVERNMENT TO SET ASIDE SOME EIGHT BILLION DOLLARS TO ;RESTORE THE EVERGLADES and then give the Airport to Commercial users. The argument given by SEIS that this proposed development would not negatively affect the Everglades is patently false to any intelligent reader and I vigorously suggest that Congress and the Executive reject such a use.

The impact that 100 per day low altitude flights over TURKEY POINT could have is a nightmare too horrendous to contemplate. The local populations might well consider that they are considered EXPENDABLE by the developers who propose this use for a cargo airport at the site.

Sincerely,

Maryellen Kraus

Maryellen Kraus
16 Harbour House
Key Largo, FL

000742

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: FEB 6, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

IN BOTH THE LONG AND THE SHORT RUN, THE COLLIER-HOOVER MIXED-USE PROPOSAL IS FAR BETTER THAN A COMMERCIAL AIR PORT. CONSTRUCTION OF AN AIR PORT WOULD RESULT IN A LARGE INPUT OF SKILLED AND UNSKILLED WORKERS AND CONSIDERABLE STIMULUS TO THE LOCAL ECONOMY. UPON COMPLETION, THE HIGHER PAYING JOBS WOULD BE FILLED LARGELY FROM OUTSIDE THE AREA, LEAVING THE LOWER PAYING, LESS SKILLED JOBS FOR LOCAL RESIDENTS. THE GROWTH IN POPULATION AND THE ACTIVITIES ASSOCIATED WITH THE AIRPORT WOULD HAVE A SIGNIFICANT NEGATIVE IMPACT ON THE ENVIRONMENT AND THE OVER ALL ATTRACTIVENESS OF THIS AREA. TOURISM, AGRICULTURE AND BUSINESSES ASSOCIATED WITH CONSTRUCTION, MAINTENANCE, LANDSCAPING AND MARKETING OF MID- AND UP-SCALE HOUSING WOULD ALL SUFFER. THE COLLIER-HOOVER PROPOSAL WOULD RESULT IN JOBS SOONER AND INCREASED EMPLOYMENT OPPORTUNITIES OVER A LONGER PERIOD OF TIME THAN THE AIRPORT. COLLIER-HOOVER DOESNT SOLVE ALL OUR PROBLEMS, BUT IT'S FAR BETTER FOR THIS AREA THAN AN AIRPORT.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: RICHARD E. HECKERT
ADDRESS/DIRECCION:
CITY/CIUDAD:
STATE, ZIP CODE/ESTADO, ZONA POSTAL: KEY LARGO, FL 33037

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AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

From: Peck Pope
15320 SW 256 Street
Homestead, Florida 33032

000743

To: U.S. Air Force, AFBCA / EX
1700 N Moore St, Suite 2300
Arlington, VA 22209-2802

Re. No to Development of a commercial airport in Homestead

Our family has lived in the Homestead area for about twenty years and we love the slow paced agricultural setting. An airport would destroy what the residents of the area love most - the distance from urban Miami. **An airport benefits not the residents, but developers who want to make money. It will bring congestion, noise, and filth.** When I worked near the Miami International Airport and had to park on base, the paint of my newly bought car wore down within a year. What would an airport do to our environmentally sensitive area? It is a potential instrument of destruction for the upper Keys. Many residents of the area depend on the tourist business from visitors to our parks. **New jobs would bring in new residents, solving employment problems elsewhere at our expense.** Residents east of US1 have to buy additional flood insurance to protect themselves in the event of a hurricane storm surge. **Does it make sense to build an airport within a flood zone?**

Development of a commercial airport in Homestead will change us forever. We find that prospect highly undesirable

Yours truly,

Peck Pope

Peck Pope

000744

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: Feb 6, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

As a resident of Homestead, Fla., I STRONGLY OPPOSE the proposal to grant Dade Co. to convert the Homestead Air Force base into a commercial airport. A commercial, (expanding) airport would destroy the only remaining rural/agricultural community in South Fla. Additionally, the noise pollution and the resulting (typical) over-development that plagues Broward and Miami-Dade counties would result in a disastrous future for our area.
Finally, and most importantly, the conversion of the Homestead Air Force base should not be allowed to become another political platform for a provenly corrupt group of local politicians. The Miami Airport is wrought with political abuse of taxpayer's dollars, mis-appropriated funds and criminal investigations. Please do not allow political greed to destroy the only agricultural and natural environment left in So. Fla. A commercial airport would result in the destruction of 2 valuable national parks - Biscayne Nat'l Park + Everglades Nat'l Park. To think it would not is foolishness.
A mixed-use alternative as proposed by the Holmes/Collier families is, without a doubt, in the best interest of the people who live here and remain dedicated to our community.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Leslie Neal
ADDRESS/DIRECCIÓN: 30805 SW 214 Ave.
CITY/CIUDAD: Homestead, Florida
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33030

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1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

2-7-2000 000745

Dear Gentlemen

I and my family live in the Miami area and are registered voters.

In reference to the give away of Homestead Air Base facility to a private group known as HABDI. We do not want the land to be used as a future airport. We never had the chance to vote on this giveaway. We would rather you keep this right or at least open it up to public bids from throughout the United States to see what could be the best use. This could allow the protection of the 2 parks that are near that area.

To let a few people from Hialeah, Florida be able to abuse this area for their own benefit is a travesty. Our Commission should hold their heads in shame.

Please give this letter weight as we don't want HABDI to squander this land. Our County Commission will not listen and want to give the property away.

Sincerely
Edwin Jackson

Edwin L. Jackson
1132 SW 13th Ct.
Miami, FL 33184

P.S. I served in the USAF from 1960-1966 Hon. Discharged.

000746

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: February 2, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

A commercial airport at Homestead is not necessary, healthy, wanted or environmentally sound. There are other ways to provide work for the residents of Homestead.

The area should be left as a green area. There are no green areas left in the city. We need more green areas to promote rainfall. This place has become so hot because there are no more trees.

Leave the land alone. Let it go back to its natural state. NO AIRPORT.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: HYACINTH CORRIE

ADDRESS/DIRECCIÓN:

CITY/CIUDAD:

STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 02/07/2000 000747

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I firmly support the construction of a commercial airport at the Homestead air base for various very logical reasons.

These are:

1) For years this was an Air Force Base where you had all sizes of jet planes taking off and landing constantly. During those years it was never an issue any disturbance of the environment important enough as to be noticed. My question to the opposition is why now?

2) It is a proven fact that the Miami International Airport is more crowded with air traffic every day and the base is an ideal place to relief some of this traffic since the cost will be a lot cheaper for the tax payers, since the airfield is already there.

3) The economic impact in the area will be tremendous. If you drive thru that area at the present time it looks like a dead town and you notice a lot of poverty in the surroundings.
This project will bring a lot of new jobs for people and a much better economic life for the area.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Jose M. Gonzalez

ADDRESS/DIRECCIÓN: 6250 W 21st Court.

CITY/CIUDAD: Hialeah

STATE, ZIP CODE/ESTADO, ZONA POSTAL: Florida 33016

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FAX: 703-696-8828

I Truly hope someone will read all these.

000748

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Thank you for your input
Gracias por su participación

DATE/FECHA: Feb 1/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I am against the proposed airport facility at Homestead Air Force Base. In my opinion the proposed South Florida study is much better based upon one of the alternate proposals. The negative impacts noted by the proposals are either not appear to be done. Yet the existing Everglades is the delicate eco-system current from pleasant drinking and some queries are dried for keep quantity. I do have specific points. Perhaps it is badly affected by the excess pollutants that would obviously the local economic would be large as people would come to service. Surely a proposal that does not include a DRAFT [illegible] is better for [illegible]. I'm quite sure the developers for the airport aren't thinking about the property [illegible] the [illegible] but [illegible] and pockets.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: [illegible] Wilsch

ADDRESS/DIRECCIÓN: 18 Cinnamon Brook Lane

CITY/CIUDAD: Key Largo

STATE, ZIP CODE/ESTADO, ZONA POSTAL: Fla. 33037

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Arlington, VA 22209-2802
FAX: 703-696-8828

000749

February 3, 2000

Dear U.S. Air Force personnels,

I have recently learned that an airplane-base is going to be built in Homestead, Florida. I strongly think that this thought should be abolished due to the fact that we have taken enough from the Everglades and from our Mother Nature. Why is it that we, as a Society, have to be so selfish and not care about the animals and plants of the wilderness? It is time to give back to the Everglades and care about the future of the nature in Florida. Give it a thought and don't neglect what was here before you! Thank you for your time.

Yours Truly,
Cindy Suarez
(Cindy Suarez, Floridian Student)

000750

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Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: Feb. 2, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

1ST - I HAVE READ THE DEC 1999 SEIS STATEMENT. I SUPPORT THE MULTI USE ALTERNATIVE FOR THE REMAINING ACREAGE AT HAFRB. A COMMERCIAL AIRPORT IS NOT IN THE BEST INTEREST FOR OUR REDLAND AGRICULTURE DISTRICT. WE ARE IN AGRICULTURE AS MOST ALL OF OUR COMMUNITY.

THIS REPORT DOES NOT ADDRESS THE IMPACT OF A SECOND MAJOR RUNWAY OVER OUR AREA, NOR OUR FPL NUCLEAR FACILITY, NOR THE FURTHER DEGRADATION & POLLUTION OF OUR WATER SUPPLIES (OF WHICH WE DRINK) NOR THE MAJOR CRUSH OF ADDED TRAFFIC ON OUR COUNTRY ROADS. PART OF THE CITIZENRY BELIEVE THEY WILL RECEIVE JOBS — THEY HAVE BEEN THAT — YOU HAVE TO BE QUALIFIED AS A WORK FORCE & MANY SO. DADE RESIDENTS WILL NOT BE GIVEN THESE JOBS. SO THIS IS NOT AN EMPLOYMENT SOLUTION.

WE MAY VERY WELL NEED THE BASE AGAIN FOR SECURITY REASONS, SO THE AIR FORCE SHOULD KEEP A

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: MRS. COLLEEN GRIFFIN
ADDRESS/DIRECCIÓN: 14600 SW 200 ST.
CITY/CIUDAD: MIAMI
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL. 33177

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1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

STRONG PRESENCE AT THE BASE & COMBINED WITH THE MULTI USE ALTERNATIVE PLUS COAST GUARD, SOUTHERN MILITARY COMMAND AND OTHER SAFER ENDEAVORS MAKE MORE SENSE. THIS WILL PROVIDE DIFFERENT JOB OPPORTUNITIES, BETTER NEIGHBORS FOR OUR TWO PARKS & OUR MILLIONS TO BILLION DOLLAR AGRICULTURAL INDUSTRY.

THANK YOU.

P.S. LASTLY, OUR AGRICULTURE INDUSTRY IS VERY CONCERNED WITH THE INTRODUCTION OF PESTS & DISEASES VIA AN AIRPORT AMIDST OUR AREA.

000751

Mariela Hidalgo
15290 Grant Lane
Leisure, FL 33033
February 5, 2000

Homestead SEIS, AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington Va 22209-2809

Dear Sir:

I am writing about an issue that directly affects my family and many others. We live in Leisure City, only a few blocks from the Homestead Air Force Base. Thirteen years ago, we bought a home and moved into this area. There were two main reasons for doing so: (1.to be closer to my sister and 2. to find an affordable and nice place to call home). We were fortunate on both accounts. There is always much said and written about those who left South Dade after Andrew. Little however is mentioned about those of us who stayed, stayed to rebuild our homes and community. It has been a long and tedious process, but not only have we rebounded from the devastating hurricane of 92'; we're definitely better. Going through town one can't help but be impressed with the new businesses that have sprouted. The new Walmart in FL. City is a mammoth supercenter store that has brought thousands of employment opportunities to the people here. Along downtown Homestead a facelift has transpired, where once a pedestrian was a rare sight; now there's a lot of foot traffic checking out the antique stores, restaurants; and cultural scene. Let us not forget the stadiums to the South that draw many racing enthusiasts every year. These are but a few examples that show our community is financially healthy. Could it be better? Yes, it could but hopefully not at the cost of a fragile environment. With the Everglades and Biscayne Bay nearby; it is not sound judgement to put an airport in between the two. The fuel-run off, the noise pollution , and the threat to various species of animal life; can someone please explain where is the common sense in that? To those who say an airport is the only way of bringing more dollars into this community, I strongly disagree. There are far better ways: A perfect example would be turning the Base into a full-fledge park. One similar to Tropical Park on S.W. 40th St., but with a golf course, along with a restaurant facility and or concession stands. There could also be tennis courts and batting cages. This place if it existed would easily lure people of all ages to it. Why?, because there's nothing like it around here and more importantly; it would not be as harmful to our natural resources. Imagine the millions of folks who come from around the world to visit the beautiful

Mariela Hidalgo
15290 Grant Lane
Leisure, FL 33033
February 5, 2000

Everglades that Marjory Stoneman Douglas wrote about or the eye appealing Biscayne Bay waters. Would they continue to come if the quality and quantity of plant and animal life they expected to see deteriorated and eventually dizappeared? Of course they wouldn't, which would mean an inconceivable loss of vital tourist dollars for the state of Florida. It bears noting that while writing about this issue; I also want to stress that we who live in deep South Dade already have a dangerous neighbor. Its name is none other than the Turkey Point Nuclear Powerplant. Don't we have enough to worry about without adding an airport to the equation, that in the long run will only be more detrimental than beneficial? Please take this letter to heart and not let saavy politicians and businessmen sway the Air Force's chance to do right by the people and land of South Dade.

Sincerely,

Mariela Hidalgo

Mariela Hidalgo

000752

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Thank you for your input
Gracias por su participación

DATE/FECHA: Feb 8, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

The building of a commercial airport would destroy the wildlife in Card Sound and Biscayne Bay. The noise alone would be deafening not to mention the run-off from the airstrips polluting the waters.

No one has ever mentioned Turkey Point Power Plant and its proximity to proposed commercial flights - that presents a grave danger incase of an accident.

The Collier-Hover proposal would create safe jobs for the environment and keep the Homestead area purely "friendly too" - No sky collisions - and the residents would keep their wildlife and waters for recreational uses for themselves and tourists too.

Also, everyone at Coconut Grove Club has worked very hard to win property - Jobs are key to Dade County's survival but not self destructive commercial airports!!

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Mrs Sandra S Pershing
ADDRESS/DIRECCIÓN: 35 Harbour House
CITY/CIUDAD: North Key Largo
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL, 33037

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Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

LEAH LA PLANTE
WRITER • EDITOR

000753

Miami
February 2000

US Air Force
Homestead SEIS

How does the proposed plan to build an airport close to the Everglades fit in with all the efforts to restore and preserve this precious Natural/National Treasure?

Please save the Everglades (and nearby Biscayne National Park).
Don't allow the Homestead commercial airport to be built.
Birds and planes don't mix!

Sincerely, Hopefully,
Leah La Plante

7798 SW 99 STREET • MIAMI, FL 33156 • (305) 271-9781 • leahlaplante@earthlink.net

000758

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2-4-2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Hi! I want to support a mix use Alternative for Homestead Air Force Base. Our community needs more employment opportunity, but this can also be achieved with other alternatives. The air port is going to bring more contamination of the air, noise pollution and the jobs that will create, to begin with, will be highly skilled people within the career of aviation.

Homestead Area is one that is unique. We have two national parks one beside the other. This is the only area of the United States to have this characteristic. Still Every Thing They have constructed down here brings more pollution that brings employment. How many people from homestead works in the power plant. Not only that, the Landfill holds every guis trash but we get the smell and the amonia that leeks in to the bay.

Yes, I Fill we need jobs. But we need good Quality of life to go along with it.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Iliacd Crespo
ADDRESS/DIRECCIÓN: 27110 SW 142 Ave
CITY/CIUDAD: Homestead, Fl. 33032
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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000759

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/5/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

HOPEFULLY, AFTER CAREFUL CONSIDERATION THE DEFENSE DEPT AND THE AIR FORCE WILL TAKE A MOST OBJECTIVE, UNBIASED VIEW REGARDING THE FUTURE OF HOMESTEAD AIR BASE!!

IF MILLIONS OF DOLLARS HAVE BEEN COMMITTED TO FLORIDA'S WETLANDS OTHER THAN FOR DIVERSE POLITICAL PURPOSES — WHAT IS THE RATIONALE TO PUT IN VERY CONCERNING JEOPARDY SOUTH FLORIDA BAY AND THE ECOLOGY PROTECTED AREAS ???? WHAT ABOUT THE TURKEY POINT NUCLEAR PLANT ???

WHY WOULDN'T THE ALTERNATIVES PLAN, DEVELOPED BY BOTH THE HOOVER ENVIRONMENTAL GROUP AND COLLIER RESOURCES, WHICH COULD BE INITIATED PROMPTLY WOULD PROVIDE JOBS FASTER AND COMPARABLE TO THE "AIRPORT PLAN"

WILL "POLITICS" MAKE THE DECISION AS THE RATIONALE FOR JOBS JUST WON'T FLY

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: MARSH N. BLACKBURN
ADDRESS/DIRECCIÓN: 71 NORTH BOUNTY LANE
CITY/CIUDAD: KEY LARGO, FL. 33037
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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FAX 703-696-8828

000760

The Nature Conservancy
South Florida Office

Please do not support or allow a commercial airport at Homestead. The impact on the adjacent Everglades would be unacceptable. Many of us are encouraged about the Hoover/Collier alternate proposal. I strongly urge you to explore it thoroughly.

Elizabeth Hoffman
Community Relations

Commerce Building • 319 Clematis Street, Suite 611 • West Palm Beach, Florida 33401 • 561 833-6210 • fax 561 833-4228
recycled paper

000761

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/5/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

— NO Airport IN MY Neighborhood.
IF HOMESTEAD NEEDS AN Airport SO BADLY
WHY NOT USE HOMESTEAD Aviation OR
TAMIAMI Airport.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Scott H. Garland
ADDRESS/DIRECCIÓN: 12720 SW 255 TERR.
CITY/CIUDAD: Miami
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FLA. 33032

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FAX: 703-696-8828

000762

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2-5-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

No Airport Please! Too Much Noise And Pollution
In Favor of Collier Plan as to do Nothing with AFBCA.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: [illegible]
ADDRESS/DIRECCIÓN: 2411 SW 127th Ct.
CITY/CIUDAD: Pembroke
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Florida 33029

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

000763

Feb. 5, 2000

Dear Mr. President:

As a resident of South Dade County, Florida for 41 years I fear for our quality of life if the former Homestead Air Force Base is turned into a regional airport with many daily flights. Even now we hear planes from Miami International over 20 miles away, flying routes to the Carribean. They are high and the noise is distant. Years ago when H. A. F. B was a S.A.C. Base we were seldom bothered by the large bombers (B-52's) or later the fighters as their flights were infrequent and over the Bay.

The Collier Resources Co. and Hoover Environmental Group offers a plan that protects our National Parks, the Environment, and the residents peace of mind! It will also provide jobs in the construction industry and later in the operation of their facilities. It is also more tourist friendly. Our National Parks as well as the Florida keys draw many

— 1 —

— 2 —

tourists and seasonal residents to our area. Noisy low flying planes will discourage this valuable economic resourse.

I enclose an article about the hearing, from the Miami Herald, my husband and I attended on this matter. Our County Commissioner Katy Sorenson is one of the few politicians taking into account our concerns. She has opposed the county government's plan since its inception and supports the mixed use plan of the Collier / Hoover Group.

We will appreciate your getting involved with this important issue.

Sincerely,

Mary June Margolin

(305) 235-8938

c.c. Air Force
Homestead SEIS

M. J. MARGOLIN
20535 Island Rd.
MIAMI, Fla. 33139-2401

Opposite sides speak their minds on air base plan

BY DRAEGER MARTINEZ
dmartinez@herald.com

Elected officials, business people, activists and ordinary folks gathered by the hundreds Tuesday at the first public hearing to speak their minds about how to redevelop the former Homestead Air Force Base.

The throng of 600-plus people packed South Dade Senior High School's auditorium to capacity, and passions flowed high in all directions.

The major proposals would put an airport or a mixed-use development on the land. Earlier Tuesday, the Department of Interior indicated a preference for the mixed-use plan, and Miami-Dade County's economic development agency stated a preference for the airport.

"We have an opportunity to close an unfortunate chapter in Miami-Dade history," said County Commissioner Katy Sorenson, who opposes the airport plan. The mixed-use proposal would include an office park, a golf course, hotels and an aquarium attraction.

"An airport threatens farmland in South Dade by encouraging industrialization. It threatens tourism by polluting the skies above Biscayne National Park. And the mixed-use plan takes the politics of this decision out of Miami-Dade County," Sorenson said to thunderous applause.

The Air Force, which is conducting the hearings as part of its decision-making process, called for elected officials to offer testimony first. Sorenson was the first anti-airport speaker Tuesday, after Miami-Dade Mayor Alex Penelas led a series of eight speakers who favored an airport, mostly for its greater economic prospects.

"The decisions made about this (potential) reliever airport will impact the quality of life through Miami-Dade County for decades to come," Penelas said. "I can't overemphasize the importance of this site for future air service. And Miami International Airport will reach full flight capacity between 2006 and 2015."

"This is about a promise made to the people of Homestead who were suffering in 1992 after Hurricane Andrew," added Hialeah Mayor Raul Martinez. "There can be a compromise — you can find a solution that balances the economy and the environment."

In the hours leading up to the hearing, proponents and opponents of each plan waved posters, banged drums and chanted slogans. One group implored, "Save our parks," while the other used the same tones to state, "We want jobs."

"The people here need jobs, and the national parks will not be harmed by an airport," said Danny de la Vega, 17, of Miami. "If there was an air base before without problems, why not an airport now?"

Countered Tamara Newman, 21, of Miami: "If an airport happens next to the Everglades, it's threatening a unique ecosystem unlike any on Earth. If the decision-makers would go to the Everglades and see it for themselves, they'd realize what a mistake this would be."

Earlier Tuesday, Donald J. Barry, assistant secretary for the federal Department of Interior, issued a letter formalizing the department's preference for the mixed-use plan.

Secretary of Interior Bruce Babbitt had previously announced his opposition to a commercial airport, without specifying a preferred alternative.

"The department believes the mixed-use alternative is the preferred approach to achieve the stated goal for the disposal of this property, and urges the Air Force to adopt [it]," Barry wrote in the 11-page letter. The Air Force's stated goals are economic revitalization for South Dade, while protecting the national parks.

The Beacon Council, the county government's economic development arm, recommended the airport. The city governments of Homestead, Florida City and Hialeah have passed resolutions calling for the airport option as well.

IMPACT HEARINGS

Public hearings on the environmental impact of redevelopment plans for the former Homestead Air Force Base continue today in Kendall.

Two sessions will be held at Signature Gardens, 12725 SW 122nd Ave. The first begins with an open house at 11 a.m. followed by a hearing at 12:30 p.m. The second starts at 5:30 p.m., with a hearing at 7. During the hearing, speakers will be asked to limit their comments to three minutes.

During the open house, officials from the Air Force and the Federal Aviation Administration and consultants who prepared a report on possible environmental impacts of a proposed commercial airport and alternative development plans will be available to answer questions.

The last two hearings are set for Thursday at Renaissance Ballroom, 5910 SW Eighth St., in Miami. First open house is at 11 a.m. with a hearing at 12:30 p.m. The second open house is at 5:30 p.m. with a hearing at 7.

The Air Force will also accept written comments until March 7. They can be mailed to: Homestead SEIS, AFBCA/EX, 1700 N. Moore St., Suite 2300, Arlington, Va. 22209-2809. Fax: 703-696-8828.

DATE: 02/06/00

FROM: IGNACIO MEDRANO-CARBO
660 N.E. 56TH STREET
MIAMI, FLA. 33137

000764

TO: U.S. AIR FORCE
HOMESTEAD SEIS
AFBCA/EX
1700 NORTH MOORE STREET
SUITE 2300
ARLINGTON, VIRGINIA, 22209-2802

To Whom It May Concern:

Good Day. I'll cut to the chase. I am deeply concerned about even the slightest possibility of converting the former Homestead Air Force Base into a commercial airport. I truly hope sober humanist minds prevail.

Almost since the beginning of its development, South Florida, unfortunately, has attracted and continues to attract, along with a majority of good eggs, a slew of fast-buck, ethically bankrupt, ecology ravaging profiteers.

It doesn't take a gifted mind to figure out that a commercial airport that is estimated to produce seven tons a day of toxic air emissions not to mention the noise pollution of 250,000 operations daily, could be anything but threatening to a marine sanctuary, Biscayne National Park, only two miles away, and only ten miles away the Everglades National Park, whose southernmost boundary is a vital estuarine womb.

A mixed commercial and residential use for the property appears, at this moment, to be an unquestionably more benign alternative. Offering better preservation of the natural environment while at the same time new jobs.

I have been Dade County resident since May of 1960 and a registered voter since 1980 and would presently like to register my opposition to the plan to convert the former Homestead Air Force Base into a commercial airport. Thank you for your time.

Sincerely

Ignacio Medrano-Carbo

000765

10425 Southwest 128th Terrace
Miami, Florida 33176

February 5, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street, suite 2300
Arlington, Virginia 22209-2809

Re: Not developing airport at Homestead Air Force Base

Dear Sir or Madam,

As a concerned citizen of Miami-Dade County and mother of four young children, I am writing to let you know that I am completely against developing a commercial airport at the Homestead Air Force Base. The fragile ecosystem of the area would be seriously and negatively impacted by that type of land use.

Why do tounsts visit this area? They visit because they love to fish, dive, go boating, swimming and enjoy our warm climate. They love our Everglades, Biscayne National Park, John Pennekamp State Park (with its beautiful coral reef), and numerous other parks and beaches. They also love clean, fresh air.

I want my children to breathe fresh air and enjoy nature just as I have since moving to Miami in 1965. I can remember as a child looking up at the sky here in Miami and marveling at how the color of it went gradually from light blue up at the top to deep blue at the horizon. Lately it hasn't been looking so blue at the horizon. This area is already in need of some cleaning up, and an airport in Homestead certainly won't improve things.

Please think long and hard about how bad for our environment a commercial airport would be. Our mayor thinks it will help Miami International Airport handle traffic, but there won't *be* any traffic if there's no natural beauty here to visit.

Sincerely,

Mindi Notnka

Mindi Notnka

000766

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: Feb 5, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I oppose construction of a commercial airport in Homestead. The environmental cost is too high and development of any kind should be limited in that area. Noise pollution is as serious an environmental issue as water runoff and would seriously damage the wildlife of the Everglades. I vote regularly and consistently support environmentally sensitive legislation.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Alice Read
ADDRESS/DIRECCION: 12861 SW 47th st
CITY/CIUDAD: Miami
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33175

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000767

Written Comment Sheet
Public Hearing for Homestead Draft SEIS

Thank You for your input

DATE: Feb. 6, 2000

PLEASE PRINT

I am totally against this airport. Preserving the natural balance of the Everglades is the most important issue for our future. South Dade doesn't need to become a congested mess like the rest of the county. The only people who would be for this airport are those who have no regard for what little peace and serenity is left in South Dade. The only people who would be for this airport are those who are strictly out to line their own pockets. Mayor Penelas has said that MIA has no more room for expansion. So what? DEAL WITH IT! The only kind of expansion South Dade needs is more green space! What we need is a building moratorium-before we actually get to the point where we literally have no more room to build. Why can't anyone have the guts to say "Enough is enough!"?

****CONTINUE ON BACK FOR MORE SPACE****

NAME: Christine Sexton
ADDRESS: 7700 SW 89 CT.
CITY: Miami
STATE, ZIP CODE: Florida, 33173

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000768

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2-7-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Gentlemen:
I am a naturalized Cuban-American who has lived in Miami-Dade County for the good part of 40 years. Miami and Florida are my home. I have followed the debate surrounding the issue of the disposal of portions of the former Homestead Air Force Base, Florida.
I believe that the Collier-Hoover plan presents the best alternative to preserve the delicate Biscayne National Park and Everglades National Park, while offering jobs and a needed economic boost for Homestead. South Florida has beautiful natural resources which are sensitive and rapidly dwindling. Surely a commercial airport will impact these parks. Although perhaps not a popular view, I believe that Ft. Lauderdale International Airport could handle added traffic. (Of course this is in Broward County and (over)

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Alexandra Maliwovsky
ADDRESS/DIRECCION:
CITY/CIUDAD: Miami, Fl.
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Florida, 33172

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Arlington, VA 22209-2802
FAX. 703-696-8828

not favorable economically to Dade County). Nonetheless, the mixed use plan offers economic revitalization of South Florida while protecting our parks, which if affected, will be gone forever.

Respectfully, I submit to you my request that the Air Force support the mixed use plan.

000771

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2-10-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I would like to see a Dolphin dome in homestead NOT only because of work but because it would be better for people who no transportation to Miami

*** CONTINUE ON BACK FOR MORE SPACE ***
CONTINÚE AL DORSO PARA MÁS ESPACIO

NAME/NOMBRE: Dillon Kessler Jr
ADDRESS/DIRECCION: 1533 S.W. Loddy St
CITY/CIUDAD: Homestead
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FLA. 33030

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FAX 703-696-8626

000772

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/8/2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Corwin A Wilder it would help to boost the economy it would be better for all

*** CONTINUE ON BACK FOR MORE SPACE ***
CONTINÚE AL DORSO PARA MÁS ESPACIO

NAME/NOMBRE: Corwin A Wilder
ADDRESS/DIRECCION: 132 S.W. 6 Ave
CITY/CIUDAD: Florida City FL
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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000773

Written Comment Sheet - Hoja para Comentarios por Escrito
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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/8/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Homestead needs the jobs

*** CONTINUE ON BACK FOR MORE SPACE ***
CONTINÚE AL DORSO PARA MÁS ESPACIO

NAME/NOMBRE: Shavis Davis
ADDRESS/DIRECCION: 735 NW 10th St
CITY/CIUDAD: Fl. City
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33034

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000774

Written Comment Sheet - Hoja para Comentarios por Escrito
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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/10/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Please bring the Airport to the Homestead Airforce Base we need jobs in Homestead

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: JORGE DIAZ SR
ADDRESS/DIRECCION: 30320 S.W 155 AVE
CITY/CIUDAD: LEISURE CITY
STATE, ZIP CODE/ESTADO ZONA POSTAL: FLA 33033

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000775

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/10/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I Am in Favor for the Airport to be built in Homestead. Please help our Community grow. Thank you

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Jorge Diaz
ADDRESS/DIRECCION: 14541 S.W 293 Terr
CITY/CIUDAD: Leisure
STATE, ZIP CODE/ESTADO ZONA POSTAL: Fla 33033

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Please hand this form in or MAIL BEFORE March 7, 2000 to:
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Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX 703-696-8828

000776

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: _____

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Homestead need the ai Homestead has no employment We the public and the city need the jobs If the object is to bring a job to Homestead it's all good for me

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: M Mill
ADDRESS/DIRECCION: _____
CITY/CIUDAD: Homestead
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Fl. 33033

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AZ

7887 SW 122 St
Miami, Fl 33156

000777

2/1/2000

February 4, 2000

[redacted]

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA. 22209-2809

To Whom It May Concern:

As a citizen, I would like to weigh in on the Homestead Redevelopment issue. I am for mixed use/light airport/cultural/light commercial designs.

I was witness to the early days of planning and discussion of this matter. From the beginning, this affair was wrought with local power wrangling and improprieties. Recall that the project locally fell into the present parties (HABDI) by way of circumventing the proper bid processes. HABDI is a consortium of very powerful, politically connected entities bent on controlling the work that would go on. Every plan they have put forth has flown in the face of common sense and concern for the ultimate welfare of the areas' natural resources. Like it or not the region is tied in intimately to the Everglades. It's prosperity or demise will cast an influence over whatever one might plan for the region. This is a fact that has not escaped development interests but they would rather ignore it in order to exploit the attraction. Our precious farmlands are encroached dangerously by rampant [illegible] generated, not coincidentally, by some of these same interests. The very farmlands that [illegible] Everglades from our urbanization. Their record is evident there. Just drive or fly over the [illegible] Everglades, you will see it yourselves. I find it telling to see Hialeah Mayor Raul Martinez [illegible] for the airport site. A brief drive through Hialeah will show you what "zoning for [illegible] will get you for a place to live.

[illegible] these interests want to manage an airport complex at Homestead. One look at Miami International and the mess that it is and well, you can understand why no one in Dade County has [illegible] faith in their ability to do right by Homestead. The Homestead/Redlands region in South Florida is the last of the open spaces in South Florida with a genuine country feel. It also produces almost half of all winter vegetables in North America.

Perhaps if you are leaning towards letting the local authorities be your guide I would beg you in this case not to. Please heed the Interior Departments' recommendation for mixed use. Do not be taken in by assurances of concern for environmental impact. This is one of those opportunities where the peoples will dovetails neatly with Dept. Of Interiors' recommendations. Please do the right thing and help preserve the relaxed, laid back feel of the area. Obviously, it is what the residents of the area want. Shouldn't it be up to them? Please help us.

Respectfully,

George Schoendorfer

[redacted]

000779

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Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2-4-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Many are our veterans living out their later years in this area of South Florida speak with pride and dignity of their military beginnings. These former women, sailors and soldiers served their country - our country - first in the military and later by making large and important contributions to this society. These elder patriots are being shoved aside by people who have not served nor planned to serve their country and who claim for jobs that may or may not materialize. This heartless society demands that they be taken care of at any cost without regard to conscience.

I ask that the United States Air Force not rid our area of the dignity of the standard of life for those who had fought before us.

Please go with one of the alternative plans and not the cargo airport. Sincerely Veterans

P.S. I feel privileged to - right now - look out my back window and see the show from the TV of the first allied troops to climb into the Baghdad first in world war II.

** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Brent L. Gossart
ADDRESS/DIRECCIÓN: Pardon 24 Dunbide Ln
CITY/CIUDAD: Key Largo, Florida
STATE, ZIP CODE/ESTADO, ZONA POSTAL 33037

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000780

February 6, 2000
William L. Daye
8204 S.W. 171st Street
Miami, FL
33157

U.S. Air Force
AFBCA/EX,
1700N. Moore St., Suite 2300
Arlington, VA
22209-2802
FAX (703) 696-8828

Dear Sirs
Enclosed is a copy of my letter to the Miami Herald that outlines my position on HAFB. Please include it in the record

Sincerely,

William L. Daye

Letter to the Editor Miami Herald

South of Featherbed Bank and in the lee of Elliot Key, the greatest natural resource of South Florida, Biscayne Bay National Park, is about to become history as Dade County managers and politicos eagerly try to maneuver their way into converting the Homestead Air ForceBase(HAFB) into a commercial airport. Having recruited the political leadership of Florida City and Homestead to help with this task, Dade County is pulling out all the stops to proceed with this project. The most recent laughable example was Mayor Pinelas proposal to swap the Everglades Jet Port land for federal approval of the Homestead project. As expected, proponents of this project argue that failure of the federal government to approve this project will result in the loss of JOBS.

South Biscayne Bay represents the last bastion of peace and serenity experienced by thousands of South Floridians every week. Enjoying the sunrise at Caesar's Creek, lobstering near Angelfish, or just exploring the wonders of our National Park and reefs are just a few of the joys that will be in danger of forever being tarnished by the specter of commercial aircraft noise from regularly scheduled departures and arrivals. South Dade Residents near the airport, whether they enjoy Biscayne Bay or not, will get to experience not only arrival and departure noise, but the screeching sound of jet engine testing all hours of the day and night. Of course the infrastructure that will accompany such a project will forever change the character of South Dade

As a commercial pilot for a major airline and a former military pilot, I have had extensive experience flying into both Miami International Airport (MIA) and HAFB. Let no one tell you any different. The impact of a commercial airport is far greater than that of a military operation. Once a commercial airport is established at Homestead, there will be ever increasing pressure to expand capacity despite what promises will be made made prior to approval.

For years the Dade County Aviation Department has been trying to expand its sphere of influence with various land grab schemes. The Everglades Jet Port idea was correctly defeated by environmental groups reducing that facility to a commercial pilot training field, the impact of which has been diminished through the use of level 5 flight simulator training. When Mayor Pinelas offers that facility up for federal approval of the Homestead project, he knows full well that the Everglades Jet Port will never be developed. South Floridians should recognize that to an extent far greater than the Everglades Jet Port, a commercial airport of the scale envisioned for Homestead will have a permanent negative affect on our lifestyle.

The same arguments in favor of the commercialization of Homestead Air Force Base were used in the effort to develop the Everglades Jet Port. Gary Delapa, the director of Miami International Airport, is simply wrong when he says that MIA is running out of capacity. When you compare the arrivals and departures at MIA with other airports of similar size and runway availability, MIA has an immense capacity remaining. Similarly, the argument that jobs are the reason that HAFB should be commercially developed does not hold water. Most choose to live in South Dade because of our lifestyle and proximity to Biscayne Bay National Park. Are not the jobs in the marine and fisheries ndustry that support our enjoyment of our National Parks equally as valid?

The best solution for South Floridians and the nation is for HAFB to become part of Biscayne National Park, with an exclusion **allowing military operations through the next century**. This solution would preserve not only the integrity of Biscayne National Park, but also any military capacity that was desired by any of the services. Land values near the increased national park would be enhanced because of the commitment to lifestyle which benefits all South Floridians. I believe that such a plan would gain widespread community acceptance and **serve as a model for the transfer of other similar military bases that are located near environmentally sensitive areas**. Of course the losers in this scenario would be the developers and the contractors for the Dade County Aviation Department. Based on recent scandalous developments at MIA that seems like poetic justice.

000781

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Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 1/10/2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

The proposed usage of the Homestead airforce base should be left to Collier group for conservation. We have wrecked enough land here with roads etc and now it's time to give the land here a break from pollution!

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Jackie Finn
ADDRESS/DIRECCIÓN 18 Caloosa Road
CITY/CIUDAD Key Largo,
STATE, ZIP CODE/ESTADO, ZONA POSTAL Florida 33037

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Arlington, VA 22209-2802
FAX 703-696-8828

SUZANNE KORES
6270 SW 44 Street, Miami, Florida 33155
305.667.2789 skores@aol.com

000782

February 6, 2000

Homestead SEIS, AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
sent via fax 703-696-8828

Gentlemen
Please listen to your conscious and consider the future generations of Americans and the future of two national parks when you think of developing a commercial airport in Homestead, Florida

The environmental damage and daily noise pollution a commercial airport in Homestead will have on both Biscayne National Park and Everglades National Park will be irreversible. These parks have been set aside a natural areas and will not remain so if the airport is built in such close proximity

I write to you as an environmentally concerned citizen. I am also the public relations manager of the magnificent 83-acre tropical botanical garden - Fairchild Tropical Garden (www.ftg.org) - a few air miles north of the proposed site We are very concerned with saving natural areas and preserving biodiversity The proposed airport will serve to pollute the clean environment we are striving for and eliminate more of our endangered species of plants and animals.

I implore you to find a better solution

Please do not build a commercial airport in Homestead, Florida

Sincerely,

Suzanne Kores

Suzanne Kores

000783

U.S. Air Force
AFBCA/EX

February 9, 2000

To Whom It May Concern.

I wish to go on record in opposition to an airport being constructed on the land once used as Homestead Air Force Base.

I attended one of the public meetings in Miami, Florida The more I listened, the more my opposition was cemented

1 - Mayor Otis Wallace was quoted as saying "I must support the airport because it means more jobs " The type of jobs that the airport would generate would not relieve the problem of the jobless in Florida City. The jobs an airport would create would require a skilled work force

The "mixed use" plan would offer a larger variety of job opportunites

2 - I cannot agree that an airport would not be a pollution problem, if in no other way than noise pollution There was a video shown that contrasted fishing in Biscayne Bay to fishing in the canals near MIA. It was worth a thousand words of explanation.

3 - I learned that only one bid was "let" for the airport plan That seems inconceivable to me I have been a member of several governing "Boards" and standard procedure is to acquire a minimum of three bids.

4 - Learning the information in my former statement makes me very suspicious of the other information given by the proponents of the airport.

In closing I would like to strongly urge that the plan for the airport to replace Homestead Air Base be scrapped for other alternatives.

Sincerely,

Mary-Jo C. Hewitt
14134 Meadow Hill Lane
Plymouth, MI 48170
E Mail – MJTaurus@aol.com

000784

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2-4-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I HAVE SEVERAL CONCERNS:

(1) UNEMPLOYMENT IN THE AREA IS DUE IN PART TO LACK OF TRAINING IN SKILLED AND SEMI-SKILLED TRADES. WHO WILL PROVIDE THIS TRAINING WHICH WILL MAKE THE LONG UNEMPLOYED, EMPLOYABLE? ANY PLAN SHOULD ADDRESS THIS MAJOR ISSUE.

(2) ONCE CONVEYANCE HAS BEEN MADE, WHO WILL BE RESPONSIBLE FOR INSURING THE PROJECT CAN AND WILL BE COMPLETED IN A TIMELY FASHION, HIRING LOCALS FROM THE FLORIDA CITY-HOMESTEAD AREA, INCLUDING NARANJA, PRINCETON AND OTHER AREAS IN CLOSE PROXIMITY TO THE BASE?

(3) SOME HIGHLY SENSITIVE FEDERAL AGENCIES WILL STILL OCCUPY SOME PORTIONS OF THE BASE. ARE WE ASSURED ALL PROPOSED DEVELOPERS ARE AND WILL BE TRULY SENSITIVE TO OUR NATIONAL SECURITY NEEDS ?

I AM A SMALL BUSINESS OWNER IN THE AFFECTED AREA. I WANT TO SEE THE BASE DEVELOPED, BUT WITH CARE. I want growth IN A SAFE, CLEAN ENVIRONMENT.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Patricia Nelson
ADDRESS/DIRECCIÓN: 224 Washington Avenue
CITY/CIUDAD: Homestead, Florida
STATE, ZIP CODE/ESTADO, ZONA POSTAL 33030

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000785

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2-9-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I am against building an airport at Homestead AFB because of the noise, air & traffic pollution. The SEIS didn't even address the impact on the Keys — esp in light of its designation as an area of critical concern —

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Pat Evans
ADDRESS/DIRECCIÓN: PO Box 413
CITY/CIUDAD: Key Largo, FL 33037
STATE, ZIP CODE/ESTADO, ZONA POSTAL

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Arlington, VA 22209-2802
FAX: 703-696-8828

2/24/00

000809

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington VA 22209-2802

I am writing to express my opposition to the Air Force's plan to transfer the former Homestead Air Reserve Base to Dade County for development into a major international airport.

As the Air Force's recently completed Supplemental Environmental Impact Statement and other studies concerning the Homestead project show, this airport would have devastating consequences for adjacent Everglades and Biscayne national parks. The Air Force study also concludes that alternatives to the airport, such as developing the site for mixed commercial and residential use, would have significantly less harmful consequences.

The Everglades, Biscayne Bay, and the Florida Keys are unique and treasured parts of America's natural history far too important to be sacrificed for an airport. Consider how the noise and smells of an international airport would erode the quality of life for the animal life of these American treasures, or how it would effect the visitor's experience. The national parks of Florida are already under great strain from development. Must we continue this trend by disregarding studies and developing another source of pollution and habitat fragmentation? What makes Florida unique and valuable tourist destination if you continue to consciously erode away the quality of its natural heritage like the Everglades, Biscayne Bay and the Florida Keys?

The Air Force should follow the advice of Interior secretary Babbitt and EPA administrator Browner and the wishes of many, many Americans and abandon this airport development plan. Don't develop the airport! Preserve Florida's heritage for your grandchildren!

Thank you for considering my comments.

Alan D. McIntyre

Alan D. McIntyre
RR 4 Box 124
Danbury, NH 03230

Jennifer Higginbotham
3121 SW 23 Terrace
Miami, Fl 33133

000813

February 18, 2000

U.S. Air Force
Homestead SEIS
AFBCA/EX
1700 N Moore Street
Suite 2300
Arlington, VA 22209-2802

To Whom it may concern,

I recently read an article in the New Times regarding an issue that concerns me a great deal, our wildlife. According to this information there is a proposed Homestead commercial airport which not only threatens our already endangered wildlife, but also runs the potential risk of a collision with Turkey Point nuclear reactor. I am writing to express my concern as well as to request that you oppose this proposition.

As a native Floridian I am emphatic towards the conservation of our precious wildlife. Please help us to preserve these wonderful blessings.

Best regards,

Jennifer Higginbotham

Jennifer Higginbotham

Halloran Construction
Andrew A. Halloran

000814

1022 NW 8th Street Rd - Miami, FL 33136 - USA
Phone 305-545-0465 - Fax 305-324-3786

February 21, 2000

Homestead SEIS, AFBCA/PA
1700 N. Moore St., Suite 2300
Miami, FL 33136

Dear Representative,

This letter is being written in order to show support for the Sierra Club in their opposition to the Homestead Air Force Base being turned into an airport. For reasons they have explicitly outlined and detailed, I think it is unconscionable to proceed with any plans that would cause such devastation to the area involved.
Thank you for your time and involvement in preventing what could be an ecological disaster.

Sincerely,

Andrew Halloran
General Contractor
Halloran Construction Corp
Miami, FL

Megan E. Brannon
1022 NW 8th Street Rd
Miami FL 33136

Fax 305-324-3786
Home Phone 305-545-0465
Email Halloran138@aol.com

000815

February 21, 2000

Homestead SEIS, AFBCA/PA
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802

To Whom It May Concern

I am writing this letter to show support for the Sierra Club in the effort to oppose plans that would turn Homestead Air Force Base into an airport. I vehemently oppose this plan. The Sierra Club has outlined an environmental impact--what else is there to consider? Following this statement should have been an absolute ending to the consideration of putting forth a plan that would bring about such damage to the land we live on and flora/fauna we share it with. I urge you put a stop to the devastating plans and instead consider what other use could be made of this valuable land.
Thank you for your time and attention to this consequential matter.

Sincerely,

Megan E Brannon

Megan E Brannon

000820

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: February, 17th 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Sirs No matter if we are Democratic or Republican we need Clean Air and Pure Water to drink. We do Not Want 232,000 Air Flights a year of big commercial transport planes flying over us only 2000 to 1000 ft over us to pollute our air, water and environment including the noise to endure. Our Florida Water is already showing the ill effects of the current level of such pollution.

Think not only of the human ills but think about the vegetation, wild life, farm produce, all the trees and plants that have been imported and have beautified Florida for the past 50 years.

Greed should not over rule our well being. I attended the meeting in the Homestead School 2.16.2000 and was pleased and impressed to see the over 1000 interested attendance. The great Majority were against the Commercial Plane Air Base but the Mayors that spoke seemed bent to have them flying over head. Too Bad.

The plan to have golf courses, Resort Hotels, Parks, Restaurants Tourist attractions that would bring businesses to the area and certainly would make job availability, is a good plan. We have several small air plane landing strips for the Tourists around the area. These structures would beautify the area and enhance the urban beauty that is already here with out the pollution.

Sincerely, Helen L. Miller

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE Helen L. Miller
ADDRESS/DIRECCIÓN 726 C Village Blvd. S.W.
CITY/CIUDAD Miami
STATE, ZIP CODE/ESTADO, ZONA POSTAL Florida 33157-9118

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000821

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Thank you for your input
Gracias por su participación

DATE/FECHA:

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I am not in favor of a commercial/cargo airport on the old Homestead airport site, I believe that option would jeopardize both Biscayne National Park and Everglades National Park. These previous ecosystems are worth protecting at any cost.

I am more in favor of the plan proposed by the Coliver family + Hoover formation as long as it does not destroy any delicate land. I have heard that an aquarium is proposed along with mixed-use space retail complexes and that there would be wetlands restoration. - A far better choice.

It is time for the county + state to make a decision that favors preservation.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE Margaret Rodera
ADDRESS/DIRECCIÓN 175 SE 25 Rd 8C
CITY/CIUDAD Miami
STATE, ZIP CODE/ESTADO, ZONA POSTAL FL 33129

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000823

February 18, 2000

Dear, it may concern,
I understand the need for our Air Force to be in Florida protecting our coastal borders. We need to find a common ground to reduce hazardous chemicals leasing into the tropical waters of Biscayne Bay and Airplane noise.

Thank You,
Chf M Sly

000824

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: Feb. 18, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I very strongely favor the Collier-Hoove plan for replacing Homestead Air port - It will mean more jobs faster and better jobs. It will still completely protect the enviroment. We want our preserves and parks and the Everglades. It will be clean and neat and maintain harmony. I believe if they do the airport it's like Chicago - all over agdin. That did not work out in Chicago and they never employed all the people they said they would. The airport will take years to develope and the Collier-Hoover plans are ready to begin. The area around an airport is not very desireable - therefore NOT an asset to an area - The Collier-Hoover Plan is very desireable and very much of an asset to the entire area. Please let the Collier-Hoover plans begin

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE Jackie Rousseau Werner
ADDRESS/DIRECCIÓN 4B Landings
CITY/CIUDAD Key Largo
STATE, ZIP CODE/ESTADO, ZONA POSTAL Florida, 33037

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Arlington, VA 22209-2802
FAX. 703-696-8828

000830

SHIRLEY P SHUMWAY
58 TARPON LANE
KEY LARGO, FLORIDA 33037

Homestead SEIS
AFBCA/EX
Suite 2300
Arlington, Va. 22209-2802

I am a homeowner in northern Key Largo in the Florida Keys. We are all gravely concerned about the environmental destruction that will be caused by the Air Force's proposed transfer of the Homestead Air Reserve Base in Florida to Miami-Dade County for development of a large commercial airport. We strongly believe that the development of a commercial airport at the Homestead site will cause unacceptable amounts of noise and air pollution to this area.

The alternative proposals for the development of the Homestead base include a mixed commercial and residential plan that would be far more compatible with the public.

This Homestead base in bordered by Biscayne National Park, a wonderful park in the Florida Keys and is also bordered by the Everglades National Park.

PLEASE MAKE EVERY EFFORT POSSIBLE TO STOP THE DEVELOPMENT OF THIS AIRPORT IN HOMESTEAD.

Thank you .

Cordially,
Shirley Shumway
Shirley Shumway

NO AIRPORT

000831

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/10/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

no airport because of the noise, pollution, Biscayne National Park and the Everglades

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Shirley Shumway
ADDRESS/DIRECCION: 58 Tarpon Lane
CITY/CIUDAD: Key Largo
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Florida

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

Se publicarán sus comentarios en el SEIS FINAL. Favor de no incluir su dirección personal si no desea que esta aparezca en el SEIS FINAL. El hecho de proporcionar esta información es considerado como su consentimiento para publicarla

Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

000832

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: Feb 18, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I live in a retirement village where planes flying to and from an airport at the Homestead Air Base would seriously disrupt our lives. We came here to escape commercial businesses.

It would destroy the environmental portland of the area. The called plan would restore the area so people could enjoy it, attract tourism and provide employment for people in the area.

As the widow of a veteran I still use the base for shopping but could not if the airport comes with the increased traffic it would bring.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Henrietta DeBerry
ADDRESS/DIRECCION: 159 E. Ridge Village Drive
CITY/CIUDAD: Miami
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Florida 33157

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AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

000833

Alternatives Research & Development FOUNDATION

14280 Golf View Drive
Eden Prairie, MN 55346
Ph: (612) 949-2406
Fax: (612) 949-2610

John E. McArdle Ph.D
DIRECTOR

February 18, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

Dear Sir or Madam:

We are writing to add our voice to those already concerned about plans to construct a major airport in Homestead, Florida. It is our understanding that the U.S. Air Force draft environmental impact statement (EIS) has concluded that such a facility would have a devastating impact on the Everglades and Biscayne National Parks. Further, the present administration is on record supporting the restoration of the Everglades ecosystem to its former, natural state, reversing and remedying decades of human-caused degradation.

Considering that the existing negative EIS and announced goal of Everglades restoration are both inconsistent with development of a new airport, the facility should not be approved nor constructed. Other alternative solutions to air transport needs should be identified and pursued.

Thank you for consideration of these comments.

Sincerely,

John McArdle, Ph.D.
Director

JM:kl
cc: President William J. Clinton

Supporting Non-Animal Methods in Research, Testing and Education

000834

A B Allen
Key Largo, FL 33037

2-21-00

Homestead SEIS
AFBCA/EX
1700 N Moore St
Suite 2300
Arlington VA 22209-2802

Ladies & Gentlemen

It is absolutely nonsense that an airport will create better, longer lasting jobs for more categories of workers than a commercial, residential and recreational alternative development sought for the Homestead AFB

Since the issues unfortunately have become political in nature – it would be a shame if emotion might win out over reason – those of us who vote in the elections those of us who contribute to our party's candidates those of us who contribute to our community and society, those of us who live in the area to be harmed - won't forget soon being disappointed by the decision makers on this issue

It is clearly in the public's best interest to maintain the commitment to the area's natural resources and farming Tourism and agriculture are the backbone of the area's economy, and a planned mix of commercial and residential development for the area would enhance these Can you guess what will happen to the farmer's fields when added tons of pollutants are deposited daily? Can you guess what will happen to tourism when the bays and oceans become fouled? The only word that comes to my mind is disaster – complete, utter disaster

Sincerely,

A B Allen

000835

Mr. & Mrs. F. E. Zorniger Jr.
4545 Southern Blvd.
Dayton,OH. 45429

February 20,2000

Homestead SEIS
AFBCA/EX
1700 N. Moore St.
Suite 2300
Arlington, VA 22209-2802

Dear SEIS Contact,

We are homeowners at the Ocean Reef Community, located at the north end of Key Largo island in the Florida Keys. All of us are gravely concerned about the environment and its degradation that surely will come if the transfer of the Air Reserve Base in Florida to Dade County for a large commercial airport is allowed. The noise and pollution that will come if this transfer is permitted will be unacceptable.

There is an alternative which we support — a mixed commercial and residential plan that would be far more compatible with the Key Biscayne and the Everglades National Parks, which still would provide economic improvements for that area. We understand that there are alternative sites for development of airport capacity for commerce in South Florida, as well.

Please support these alternatives as it will augment the already committed support of the Federal Government for the Everglades, in this unique treasure of these park systems. Don't destroy the plan to protect these areas at the same time you have committed funds to save them!!

Sincerely,
Nancy and Frank Zorniger

000837

February 14, 2000

U.S. Air Force
Homestead SEIS
AFBCA/EX
1700 North Moore Street Suite 2300
Arlington, VA 22209-2802

I have been a resident of South Miami-Dade County, Florida and worked in the Homestead area for the past 21 years.

Prior to Hurricane Andrew this area was a thriving community and the Homestead Air Force Base played a mayor role to the stability of the area. The area maintained its uniqueness with the combination of farm areas, open spaces, two national parks, residents and the business community.

Hurricane Andrew did impact negatively on our lives, reducing job availability and many residents left.

It is my strong opinion that the area needs revitalization, however a commercial airport is not the answer This project would endanger an environmentally sensitive area, create congestion, and pollution, and lower the value of homes in the surrounding neighborhoods and the solitude. This area must maintain its uniqueness with a redevelopment plan that provides jobs while not destroying the ecology.

South Miami-Dade County should never emulate North Dade County.

You must say "No Airport" to the North Miami-Dade and Homestead special interest.

Sincerely,

Hermine Pollard
15325 SW 99 Avenue
Miami, FL 33157

Schneider Communications
The High Technology Public Relations Resource

000839

FEB 20, 2000
U.S. AIR FORCE
HOMESTEAD SEIS
AFBCA/EX

TO WHOM IT MAY CONCERN:

PLEASE DO NOT BUILD THE
HOMESTEAD COMMERCIAL AIRPORT

OUR ECONOMY AND THE AREA'S WILDLIFE
ARE BETTER OFF WITHOUT IT.

THANK YOU,

STANLEY A. SCHNEIDER

3349 Boise Way ▲ Cooper City, FL 33026 ▲ (954) 435-3310 ▲ Fax (954) 435-8862

000842

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/18/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I live in South Miami, the "City of Pleasant Living", where we are seeing every available space filled in with commercial development, with the resulting traffic, noise and pollution. My husband and I often escape to Everglades National Park (both the Flamingo area and the Ten Thousand Islands area) to camp, kayak and bike, and escape the noise of city life. As soon as I drive past the entrance to Everglades National Park, I feel at peace. I know I am on the road to renewal. I just can't imagine kayaking on Nine Mile Pond or watching the birds at Eco Pond or Mrazek Pond with airplanes flying overhead. I know that noise pollution is only one of the many adverse effects that a commercial airport will have on our two national treasures, Biscayne National Park and Everglades National Park. As stated in the SEIS, there will be increases in total air pollution (daily emissions of 7 tons of toxic air pollutants), increases in deposits of air-borne nitrates near shore, increases in polluted surface water discharges, as well as decreases in clean groundwater flows to Biscayne Bay. I went biking last weekend on the South Dade Greenways along the C-111 canal near the entrance to Everglades National Park. It's quiet out there - please keep it that way! When the word gets out to the visitors of Everglades National Park, who come from all over the world, that the peace and tranquility of our parks has been sold by our politicians (and not even to the highest bidder! - no bids necessary here!) for more campaign contributions, those visitors will dwindle. Don't be shortsighted - oppose the building of a commercial airport at the Homestead Base.

~~When the last tree is felled,~~
~~the last river poisoned,~~
~~and the last fish has died,~~
~~then you will know~~
~~you cannot eat your money.~~

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MAS ESPACIO****

NAME/NOMBRE: Diane Jacobs
ADDRESS/DIRECCIÓN: 6860 SW 77 Terrace
CITY/CIUDAD: South Miami
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33143

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Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX. 703-696-8828

Redevelopment Plan for Homestead Air Force Base
Written Comment Sheet – Homestead Draft SEIS

000844

Thank You for your input
Gracias por su participación

Date/Fecha: 2/21/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

To all that this concerns:
Now that we citizens have an alternative proposal versus the cargo airport proposed, there can be no hesitation on part of logical thinking people.
Why would anyone choose a cargo airport versus an aquaterium, office park, a hotel & ridiculous golf course on 1000's acres and a beautiful water surrounding office park?
Why would one choose a government cargo airport that cargo dev. previously had given to a no-bid contract contractor with questionable background, politically, versus a private concern that offers no favors and expects to run it in a business fashion & make profit?
Why would anyone choose a smelly, noisy airport that might endanger our natural environment parks — esp. our clean, safe, a clean environmental supportive facility?
Then again the final vote to go cargo airport would have to be retried. The person the final vote to go the Collier-Hancock plan would be a vote from the people in the area. The job issue - 20,000 jobs unless have their cargo airport.

Continue on back for more space
Continúe al dorso para más espacio

NAME/NOMBRE: ELIZABETH CALDERESE
ADDRESS/DIRECCIÓN: 20020 SW 304 St
CITY/CIUDAD: Homestead
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Florida, 33030

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Please hand this form in or MAIL BEFORE MARCH 7TH, 2000 TO:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES DE MARZO 7, 2000 A:

Homestead SEIS
AFBCA/EX
1700 N. Moore Street, Suite 2300
Arlington, VA 22209-2802
FAX (703) 696-8828

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22 February 2000

000850

Homestead SEIS; AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

RE. International Airport Proposal
SEIS, OPPOSING THE PROPOSED COMMERCIAL AIRPORT

Dear Sir or Madam:

As not only a concerned citizen, one concerned for our present and future, but as a taxpayer, I am writing you to oppose the proposed commercial airport in Florida.

Why? Well to answer that question:

1) The former airbase is located in an extremely sensitive environmental position within 2 miles of Biscayne National Park just 10 miles from Everglades National Park and Florida Keys National Marine Sanctuary.

2) A major international airport would have devastating environmental impacts. With a projected one flight leaving almost every minute, the airport and associated development would emit seven tons of toxic pollutants into the air every day. Lead, heavy metals, and other hazardous chemicals would wash into Biscayne Bay.

   Airport development will substantially add to the nutrient overload in Biscayne Bay contributing to its further eutrophication. The airport would also contribute to the loss of groundwater flow into the Bay.

3) The nearby national parks and marine sanctuary, and especially wildlife, would be heavily impacted by airplane noise and especially the industrial sprawl development that would accompany the airport.

   Associated sprawl development could result in the loss of the last significant open space area in South Florida with urbanization coming right up to park boundaries.

4) SEIS methodology for estimating noise pollution is inadequate and biased by FAA methodology. Similarly, the amount of sprawl that a major international airport would promote is grossly underestimated.

   The stormwater management plan has already been challenged in court and experts have acknowledged its inadequacy to handle large storms.

5) Any redevelopment of the former Homestead airbase must be fully compatible with protecting and restoring the ecological functions of the South Florida ecosystem, particularly any remaining open space and already protected national parks and marine sanctuaries. Any redevelopment must be fully integrated and compatible with current Everglades restoration plans. A major international hub airport is by all measures completely incompatible with protecting and restoring ecological values in South Florida and the Everglades.

5) The mixed-use alternative is the most preferable option in the SEIS, and is more acceptable than the commercial airport. The mixed-use alternative would be some combination of commercial, residential and other uses.

At some point we must, as the supposed more intelligent species, take this stand and stop the destruction that we have already allowed to happen to this planet, species and the very environment that supports us and allows us to live. Someone must have the foresight, intelligence, common sense, logic, not to mention the backbone, courage and strength to finally say "No more, enough!"

Hopefully you will be that someone.

Sincerely,

Margie McQuillan
Joey McQuillan

KUMAR VASWANI

February 26, 2000 000853

Homestead SEIS
AFBCA/EX
1700 North Moore Street, Suite 2300
Arlington, VA 22209

Dear Sir or Madam.

I am writing regarding the Supplemental Environmental Impact Statement for the proposed development of the Homestead Air Force Base Please enter my comments into the public record Development of this airport would produce unacceptable impacts on Biscayne National Park, Everglades National Park, and Florida Keys National Marine Sanctuary. Consequently, I **oppose the proposed development of this area as a commercial airport.**

Please note the following

1) Any redevelopment of the former Homestead airbase must be fully compatible with protecting and restoring the ecological functions of the South Florida ecosystem, particularly any remaining open space and national parks and marine sanctuaries that are already protected.

2) The airport and associated development would emit seven tons of toxic pollutants into the atmosphere everyday Lead, heavy metals, and other hazardous chemicals would wash into Biscayne Bay.

3) Aircraft noise and industrial sprawl would have unacceptably high impacts on nearby park lands and wildlife.

4) The mixed-use alternative is the most preferable option in the SEIS. It is more acceptable than the commercial airport because it would yield some combination of commercial, residential and "other" uses.

Sincerely yours,

Kumar Vaswani

Kumar Vaswani

P.O. BOX 15350, CHEVY CHASE, MARYLAND 20825

000855

19000 NE 2 Place
N. Miami Beach, FL
33179
January 22, 2000

U.S. Air Force
Homestead SEIS
AFBCA/EX
1700 North Moore Street
Arlington, Virginia

There is no question, whatsoever, that an airport at the Homestead (Fla.) base will be bad for the birds, plants, water, air as well as adding to noise pollution. Ultimately, this will be bad for we humans, also.

There are now too enough forces in our society that contribute to pollution; we certainly don't need another one — and we certainly don't need another airport.

The only ones who will benefit from an airport there are the money grubbers. Please give the rest of us a break!

Mr Robert Mulford
Dr Richard Mulford

000856

7437 SW 105 Pl.
Miami, FL 33173

US Air Force
Homestead SEIS

Dear Sirs,
This is written in support of developing Homestead AFB into an Alternate Airport to MIA INTL.
I do not have any direct interest in the Out come of this Controversy but the people have suffered as a result of Andrew and need the jobs that would be created.
The argument referencing saving the birds (wildlife) is silly -- the same wildlife was there when Homestead AFB was active and F-16's flying every day --
I am a AF retiree and live the base each week (to the BX) I am pleased and impressed with the development of part of the Base by the Air Force & Reserve Units / Restoration and development were planned & implemented -- However I'm always a little sad when I see the Condition of the Remainder of the Base -
I - the Annual way I want to show my support for developing the property into an Airport -

Sincerely
Mike Lord

000857

2/10/2

U.S. Dep't of Air Force
Homestead SEIS
AFRCE/EV
1700 N. Moore St.
Suite 2290
Arlington Va 22209-2802

Re: Regarding development of HMARB as a cargo hub

Dear Sir,

I am writing to express my concerns regarding Miami-Dade County's proposed development of HMARB as a cargo hub. I would be against any such development. South Florida cannot sustain the uncontrolled growth that would bring. Our water supply & adjacent parks would be damaged & our essentially agricultural area would become industrialized.

Increased noise of cargo jets & increased fuel efficiency make it unnecessary for S. Florida to bear the burden of being the only gateway to S. America. Please do not let the greed of a few special interests (HMARB) destroy what remains of the only subtropical landscape in the Continental U.S.

Sincerely,

David K. Dougan
11420 SW 108 Ave
Miami FL 33176

February 19, 2000

000861

Monty Davis
273 Loeb Ave
Key Largo, Fl 33037

Dear U.S. Airforce

The Sierra Club has run an ad in the Miami Herald against the airport in Homestead, Florida. The airport would be a good thing. Our area caters to tourism and Miami International Airport is at capacity. We are over run by immigrants living two to three families per household. Southern Florida needs jobs badly and a commercial airport in Homestead would be a big help to locals and tourists.

The Sierra Club swings a big stick but many times they have been wrong in a bad way. I remember the fish they said was in danger at the dam site in Tennessee. The project was stopped, many jobs and dollars lost. It turned out the "Snail Darter" was very common in streams, lakes and rivers all over the country. Then, the tree moth in Oregon where they stopped the spraying of DDT by the Forest Service as it was the only product that would kill the moth. Months later, the Forest Service took the Sierra Club and others up in a helicopter to view the spreading damage. The Sierra Club agreed to the spraying of DDT this time only now, instead of minimal acres, it was thousands of acres.

It makes sense to use this facility as it has been used. Cost factor and jobs created would have a good impact in South Florida.

Sincerely,
Monty Davis
Monty Davis

000862

Feb 19, 2000
Re: Homestead

Hey — I was going to buy a home on Rhome & Second, not now.

An airport will create too much noise.

But a great place to move if you are perhaps

Leaf. 03

Sorry Homestead airport just doesn't be good credit tax-payers.

D. Powell
Kendall Area
Miami, FL 33156

M. Darlene Couper
James M. Couper
7845 S.W. 118 Street
Miami, Florida 33156
(305) 253-8254

000867

Dear Sir:

No person in clear conscious can condemn one of the last remaining places of its pure glory to any type of danger. I'm referring to the Everglades and Biscayne National Parks and the possibility of a commercial airport between them. It is unthinkable.

Please do not promote this plan in any way.

Thank you,
Darlene Couper

Febuary 20, 2000

000870

U.S. Air Force
Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, Va. 22209-2802

To Whom it May Concern:

I am very concerned over the efforts by what I consider a few self interested, City of Homestead, politicians and business personal, to convert the old Air Force base into a commercial airport facility. The fact that this land is bordered on three sides by already sensitive National Park sites, ie: Everglades National Park, to the west, Biscayne National Park, to the east, and the Florida Keys Marine Sanctuary, to the south, makes it a ludicrous undertaking. Please record me as a vote against this proposal.

I hope that attention will be given to other less environmentaly damaging suggestions for the use of this land.

Sincerely,

William R. Ridolf

Capt. William R. Ridolf
5409 Overseas Highway, PMB 271
Marathon, Fl. 33050

WINSHIP A. TODD
18 SOUTH ISLAND DRIVE
KEY LARGO, FLORIDA 33037

000873

February 21, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore St
Suite 2300
Arlington, VA 22209-2802

Dear SEIS Contact:

I am a homeowner on North Key Largo and I am writing to tell you that I have serious concerns that the commercial airport proposed for the former Homestead air force base will desecrate the fragile environment which the state and federal governments together with the residents of this area seek to preserve. Considering the investment and the passion that has been expended - and continues to be expended - in establishing Biscayne National Park and Everglades National Park, it cannot be argued with any shred of credibility that planting a commercial airport smack between them will not create very damaging noise and air polution.

There are a number of alternative proposals for development of the air base which are far more compatible with the environment here and will provide economic benefits including jobs to the area. I urge you to evaluate these opportunities and abandon any thought of planting a commercial airport here.

Sincerely yours,

Winship A. Todd

cc: Defense Secretary Cohen
Interior Secretary Babbitt
AF Secretary Peters

2/21/00

000875

Dear Seis contact,

We are writing you as very concerned citizens about the proposal to turn Homestead Air Force base into a commercial airport. We are property owners in Key Largo in the Florida Keys. The noise, and pollution created by the proposed 600 commercial flights each day would be devastating to the two national parks,Biscayne National park (1&1/2 miles away) and the Everglades (8&1/2 miles away.)

Alternative proposals for the development of Homestead Base include a mixed commercial and residential plan that would be compatible with the adjacent national parks, as well as create jobs for the people in the Homestead area.

Please consider these alternatives for future generations to enjoy these special National parks!!

Sincerely,

000882

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: Feb. 21, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I am writing to protest the use of the Homestead Air Force Base as a commercial airport, particularly because there are so many better uses for this property. The Collier-Hoover proposal would provide the employment opportunities without the terrible toll the commercial airport would take on this environmentally sensitive area.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Lois Langille
ADDRESS/DIRECCIÓN 22 Caloosa Rd.
CITY/CIUDAD: Key Largo
STATE, ZIP CODE/ESTADO, ZONA POSTAL FLA 33037

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Homestead SEIS
AFBCA/EX
1700 N Moore St., Suite 2300
Arlington, VA 22209-2802
FAX 703-696-8828

000886

2-21-00
US AIR FORCE
AFBCA/EX
1700 N. MOORE ST
SUITE 2300
ARLINGTON, VA 22209-2802

I WOULD LIKE YOU TO KNOW THAT I SUPPORT THE AIRPORT AT HOMESTEAD AIR RESERVE BASE

LEE COLLINS
6625 NW 181 TERR
MIAMI FL 33015

000890

2/22/00

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802.

Dear Sir

I understand that the Air Force has prepared a Supplemental Environmental Impact Statement (SEIS) on the airport proposal and is currently accepting public comments. I oppose the airport proposal for the following reasons

1) The former airbase is located in an extremely sensitive environmental position within 2 miles of Biscayne National Park just 10 miles from Everglades National Park and Florida Keys National Marine Sanctuary

2) A major international airport would have devastating environmental impacts. With a projected one flight leaving almost every minute, the airport and associated development would emit seven tons of toxic pollutants into the air every day. Lead, heavy metals, and other hazardous chemicals would wash into Biscayne Bay. Airport development will substantially add to the nutrient overload in Biscayne Bay contributing to its further eutrophication. The airport would also contribute to the loss of groundwater flow into the Bay

3) The nearby national parks and marine sanctuary, and especially wildlife, would be heavily impacted by airplane noise and especially the industrial sprawl development that would accompany the airport. Associated sprawl development could result in the loss of the last significant open space area in South Florida with urbanization coming right up to park boundaries

4.) SEIS methodology for estimating noise pollution is inadequate and biased by FAA methodology. Similarly the amount of sprawl that a major international airport would promote is grossly underestimated. The stormwater management plan has already been challenged in court and experts have acknowledged its inadequacy to handle large storms

5) Any redevelopment of the former Homestead airbase must be fully compatible with protecting and restoring the ecological functions of the South Florida ecosystem, particularly any remaining open space and already protected national parks and marine sanctuaries. Any redevelopment must be fully integrated and compatible with current Everglades restoration plans. A major international hub airport is by all measures completely incompatible with protecting and restoring ecological values in South Florida and the Everglades

6) The mixed-use alternative is the most preferable option in the SEIS, and is more acceptable than the commercial airport. The mixed- use alternative would be some combination of commercial, residential and other uses

Sincerely,

Karen and Bill Wagner
609 Lake Shore Drive
Wauconda, IL 60084

000897

February 19, 2000

TO U S Air Force
Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington VA 22209-2802

FROM Pearl S Lupin
1520 Whitehall Dr 206
Ft Lauderdale FL 33324-6640

Please do NOT consider the building of an airport at Homestead FL

Not only is it important to protect the bird population there but there would also be a danger to planes which could have accidents from flying into birds

The worst scenario is that a plane might crash into the Turkey Point nuclear reactor nearby

Surely the people of Homestead, who have already endured so much pain from Hurricane Andrew, deserve a better fate than to be constantly fearful of a plane crash!

I appreciate your careful consideration of all these concerns

Sincerely yours,
Pearl S. Lupin
Pearl S Lupin and family

000898

R Weiler
14700 Harding Dr
Leisure City, Fl 33033

U.S. Air Force
Homestead SEIS
AFBCA/EX
1700 North Moore St.
Suite 2300
Arlington Va 22209 2802

Sir.
This controversy about the future use of Homestead Air Force Base is not just about the environment for birds and the Everglades. I have lived here in Leisure City since 1966. At that time my brother, who was in the Air Force found this house and decided it was a good place for our parents to retire.
Although many things have changed - and grown in the area since then, I do not believe a commercial airport should be one of them.
1- Leisure City is at the gate of the former Air Base. Would you like commercial planes + delivery
(over)

trouble zooming past + over your home most of the day?

There are many people who never complain of this problem at the Miami Int. Airport.

What is the difference? MIA was built before the population grew in that area.

Here, the populated areas have been here many years. We - like the birds + Everglades - would not welcome the debris, possible clash of a plane or the pollution in our area.

2 - Perhaps the most convincing possibility would be a commercial plane crashing into Turkey Point Nuclear Plant - also on the outskirts of Homestead Air Force Base.

Wouldn't Tourist Attractions be more reasonable? This is not just about the environment. People are involved.

Thank you for your attention.

Rosemary Weiler
14700 Harding Drive
Leisure City, Fl. 33033

000899

2-27-20..

. U S A Force

Please, please

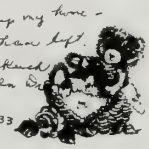
No Airport

I'm over 81 years old -
widow 34 yr.

Don't pull my home down -

I'd never call with more
O'hare over head. I'm 81 yrs old
Birds wonderful - I'm alone
trying to keep my home -
I'm all I have left.

Helen Offenhauer
14801 Lincoln Dr.
Leisure City
Fl 33033-2833



000900

I bought my home in the South Dade County in July 17, 1991. Hurricane Andrew came to visit my home on 8-24-92. Since then I've had to rebuild my home. The contractor ripped me off for $35,000.00 of money for work in completed. I still have no certificate of occupancy. I went chapter 13 Bankruptcy. I got Divorced. My house is worth the same as the day I bought it $104,000.00. I owe that because of refinancing cost. The area is very depressed and needs to have a feature that has commerce and hope for better times.

We need the airport to be developed into a commercial airport. It is what has defined Homestead since 1947. So what is the problem with having an airport as we have had for so long.

Just Do it.

Homeowner: John M. Wheeler
29871 SW 165 Ave
Homestead Fl
33033

Respond @
7245 SW 19 Terr.
Miami, Fl. 33155-1528

000902

To Whom It May Concern

My husband and I support the SEIS report and the development of a commercial airport at the Homestead Air Reserve Base.. We join all the Homestead residents knowing that this action will provide hope for the poor, the unemployed, and better living conditions for all.

Sincerely,

Mr. & Mrs. J.A. Menendez

000903

Date: 2/22/2000

To: Homestead SEIS
AFBCA/EX
1700 N. Moore Street
Suite 2300
Arlington, VA 22209-2802

FAX: (703) 696-8828

From:

Name: Mrs Charlie Kelly

Address: 2537 SE 7th Court

City/State/Zip: Homestead Fl 33033

I am writing this letter to tell you that I support the Collier/Hoover mixed use development plan for Homestead Air Force Base. The Collier/Hoover mixed use alternative development offers a partnership between the environment and the economy. Through creation of a visitor attraction, educational facility and business center, the project will bring jobs and dollars to South Dade without harming the national parks. Please support this proposal.

Sincerely, Mrs Charlie Kelly

1 Collier + Hoover have the money + will pay taxes
Their mineral rights offer is great - they produce 3000 barrels a day
2 They can start working in 13 mos - 2 yrs + offer 20,000 jobs - migrants can still keep their agricultural jobs + we can have clean air and water
3 A research area will be in the aquarium + have connections with Marine Biochat
Univ. of Miami. + Hoover's plans for small boats for students to see in our Nat. Parks what they have studied in the labs
5. At the Miami Dade Jr college their aviation class can use the Air Base ships for their instruction.
Do not give Miami Dade County the land of the base - please keep it ~~[illegible]~~ or work with Collier/Hoover. Their reputations are excellent, the politicians + commissioners are proven not.

S. Kelly

DENNIS J. LENZ, CPA
36 Cedar Street
Amityville New York 11701
516-691-3827

000906

Homestead SEIS
AFBCA/EX
Suite 2300
1700 North Moore Street
Arlington, VA 22209-2802

February 18, 2000

To whom it may concern:

I am writing with regard to the proposed airport in Homestead, Florida. I am opposed to this project inasmuch as a U.S. Air Force draft environmental impact statement has already concluded that the proposed airport would have a devastating effect on both nearby Everglades and Biscayne National Parks.

With the airport handling almost a flight a minute, these parks would be filled with airplane noise. The airport would emit an estimated seven tons of toxic air pollutants every day into the Everglades air, and lead and other hazardous chemicals would wash into the tropical waters of Biscayne Bay. This type of project is not suitable development so close to our national parks.

Thank you for your consideration of my concerns.

Sincerely,

Dennis J. Lenz

Dennis J. Lenz

CERTIFIED PUBLIC ACCOUNTANT

22 February 2000

000907

Homestead SEIS; AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

RE International Airport Proposal
SEIS, OPPOSING THE PROPOSED COMMERCIAL AIRPORT

Dear Sir or Madam:

As not only a concerned citizen, one concerned for our present and future, but as a taxpayer, I am writing you to oppose the proposed commercial airport in Florida.

Why? Well to answer that question:

1) The former airbase is located in an extremely sensitive environmental position within 2 miles of Biscayne National Park just 10 miles from Everglades National Park and Florida Keys National Marine Sanctuary.

2) A major international airport would have devastating environmental impacts. With a projected one flight leaving almost every minute, the airport and associated development would emit seven tons of toxic pollutants into the air every day. Lead, heavy metals, and other hazardous chemicals would wash into Biscayne Bay.

   Airport development will substantially add to the nutrient overload in Biscayne Bay contributing to its further eutrophication. The airport would also contribute to the loss of groundwater flow into the Bay.

3) The nearby national parks and marine sanctuary, and especially wildlife, would be heavily impacted by airplane noise and especially the industrial sprawl development that would accompany the airport.

   Associated sprawl development could result in the loss of the last significant open space area in South Florida with urbanization coming right up to park boundaries.

4) SEIS methodology for estimating noise pollution is inadequate and biased by FAA methodology. Similarly, the amount of sprawl that a major international airport would promote is grossly underestimated.

   The stormwater management plan has already been challenged in court and experts have acknowledged its inadequacy to handle large storms.

5) Any redevelopment of the former Homestead airbase must be fully compatible with protecting and restoring the ecological functions of the South Florida ecosystem, particularly any remaining open space and already protected national parks and marine sanctuaries. Any redevelopment must be fully integrated and compatible with current Everglades restoration plans. A major international hub airport is by all measures completely incompatible with protecting and restoring ecological values in South Florida and the Everglades.

5) The mixed-use alternative is the most preferable option in the SEIS, and is more acceptable than the commercial airport. The mixed-use alternative would be some combination of commercial, residential and other uses.

At some point we must, as the supposed more intelligent species, take this stand and stop the destruction that we have already allowed to happen to this planet, species and the very environment that supports us and allows us to live. Someone must have the foresight, intelligence, common sense, logic, not to mention the backbone, courage and strength to finally say "No more, enough!"

Hopefully you will be that someone.

Sincerely,

22 February 2000

000908

Homestead SEIS; AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

RE: International Airport Proposal
SEIS, OPPOSING THE PROPOSED COMMERCIAL AIRPORT

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Sincerely,

22 February 2000

000909

Homestead SEIS; AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

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Hopefully you will be that someone.

Sincerely,

R Damien Cagno

000911

1540 NE 14 St
Homestead, Fl. 33033
2/22/2000

Homestead Seis,

In regard to the Homestead Air Base redevelopment I am asking you not to turn this property over to Miami Dade County for a commercial airport.

Living five miles from the base, I do not want 635 flights a day going over my head with the noise, pollution and filth that it would bring.

As a volunteer at the Fl. City Visitor Center I know the volume of people that come from all over the country and world to visit our two national parks. An airbase would eventually destroy them. It is imperative they be preserved for this and future generations.

I believe the letter in the So. Dade News Leader I am enclosing says it all very well.

The politicians are not interested in us or our parks.

Any of the other options would be acceptable. I am begging you not to let this happen, it would destroy us.

Thank you,
Gwendolyn M Magle

Our readers write

Residents railroaded by local pro-airpot politicians

To the editor:

Although I attended the hearing on the proposed use of Homestead Air Force Base with mixed emotions on the issue, I left with an entirely different feeling – that feeling being that South Dade residents are being railroaded and some of their local politicians are conductors of the train.

Everyone present heard from politicians from all over South Florida, some of whom we've already heard too much from and some from towns we never knew existed.

Most had the same tale to tell: Dade County needs an airport and South Dade County needs jobs.

Regrettably I don't believe there is an argument on the idea that Dade needs further air travel capabilities.

But every other issue is very questionable.

In regards to jobs, the unemployed in South Dade don't need an airport. They need an education and self-determination.

This fact can be substantiated by polls of local businesses and a quick review of help wanted ads in any newspaper.

As a community, South Dade would be much better served by a reversal in the Section 8 housing trend that our government has embraced since Hurricane Andrew and a *controlled* development of Homestead's Park of Commerce, the Florida City-U.S. 1-Turnpike area and the former Homestead Air Force Base.

I find it inconceivable that anyone would grant control of a project of this magnitude to a government body (Miami-Dade County) that is so prone to corruption or to an organization (HABDI) with no proven abilities.

Although the environmental issue was debated in depth, the quality of life in South Dade was hardly mentioned. When will additional two or four lanes be added to Biscayne Drive (Southwest 288th Street), Krome Avenue (Southwest 177th Avenue) and U.S.1?

Will Hartford Homes residences be evacted in order to build warehouses? Will they want to remain in their homes if they're not?

Do you want a 45-minute drive from Richard Road to Bayfront Park to go fishing, or have to leave Keys Gate at 7 a.m. for an 8 a.m. tee time at Redland Golf and Country Club?

The mayor from Opa-locka, who's airport is another option for expansion, said it best when he told us he didn't want planes flying over his 16,000 constituents or his seven churches.

But that's OK for us?

Take a moment and figure out how far your home is from the former HAFB, then take a ride around Miami International Airport at approximately the same distance.

Look around. Is this where you want to live?

I for one am against the airport and believe any of the other options for development are much more suited to the area and lifestyle, which we know in South Dade.

But that's just my opinion. Raul Martinez, mayor of Hialeah, thinks otherwise.

SCOTT BINDER

Alice Z. Hall

25 Halfway Rd
Key Largo FL 33037
Phone 305 367 2337
Fax 305 367 4917 (phone first)
Email ahall@florinet.net

000912

Homestead SEIS
AFBCA/EX
1700 North Moore Street Suite 2300
Arlington VA 22209-2802

Dear Sir

As a homeowner at Ocean Reef, Key Largo, FL I am gravely concerned about the destruction of the environment that will occur if the former Homestead Air Force Base, is re-used as an enlarged commercial air port

The plan to increase the use of the area for an enlarged commercial air port is hypocritical at the time that President Clinton has allotted 8 million dollars for maintenance and improvment of the NATIONAL PARKS The noise and air and water pollution that will result from the greater and more frequent use of the enlarged air port will threaten the birds fish, and water of these protected areas

The alternative proposals for the use of the area of the Homestead AFB would be more compatible with the welfare of the two National Parks - KEY BISCAYNE NATIONAL PARK, and EVERGLADES NATIONAL PARK

Also there does seem to be alternative sites for the development of additional commercial air port capacity in South Florida in areas that do not threaten already preserved NATIONAL PARKS I urge you to consider the alternative sites that will enable the citizens to enjoy the BISCAYNE AND EVERGLADES NATIONAL PARKS in their present natural QUIET and PEACEFUL ENVIRONMENT

Thank you for your positive consideration of this problem at this crucial time

Sincerely,

Alice Z. Hall

Alice Z. Hall

000920

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: Feb. 22, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I Live in Homestead and both my husband and myself work in Homestead. My house and my business were destroyed by Hurricane Andrew. We stayed in the area and rebuilt both. As far as my business it has been a hard struggle but we are finally back where we were before the storm. All this talk about the jobs and business that the proposed airport on HAFB land is extremely short sighted I think. Sure we could use more businesses down here but at the expense of what? We have enjoyed countless hours of enjoyment in both National Parks. We have boated in Biscayne and Everglades National. We have camped and hiked with our son and taught him to respect and love nature. Surely these people understand the consequences of putting a commercial airport so close to (2) National parks.
I understand many people feel that this

airport will bring jobs to the area, and I understand their feelings because this area is still the dumping ground of the county. After Andrew the area became a mecca for HUD housing and homeless assistance. Middle class families were left to struggle while many fled the area. We still have no movie theatre in the area and recently the big excitement in Homestead is the opening of a large chain store (Walmart) and restaurant
I feel that many that push this airport are ① not residents ② so shortsighted that they could care less about the future, and ③ so monetarily motivated that all they care about.
Ask the people who live here and are raising young children here what they want to happen to their community, and to their children's future and their environment. Ask the ones who plan to stay here not sell out and move north.
I say no to any commercial venture that our children are going to have to rectify and clean up. I say no to a commercial airport built between two national parks.
We've waited this long for the businesses and jobs to come to this area, we can wait a little longer, I mean this is the only place with space and land available in South Dade County.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MAS ESPACIO****

NAME/NOMBRE: Vicki Piotrowski
ADDRESS/DIRECCIÓN: 28531 S.W. 163 Ct.
CITY/CIUDAD: Homestead
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL., 33033

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

Se publicarán sus comentarios en el SEIS FINAL. Favor de no incluir su dirección personal si no desea que esta aparezca en el SEIS FINAL. El hecho de proporcionar esta información es considerado como su consentimiento para publicarla

Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

000923

February 25, 2000

Homestead SEIS AFBCA/EX
1700 North Moore St., Suite 2300
Arlington, VA 22209-2802

To Whom It May Concern:

I ask that you reject the idea of the proposed commercial Airport on the former Homestead Airforce Base.

- Such a project would emit seven tons of toxic pollutants into the air every day. Lead, heavy metals and other hazardous materials would wash into Biscayne Bay.
- Airport sprawl would adversely affect nearby park lands and wildlife.
- We need to protect and restore the eco-systems of south Florida, not tear it down.

Thank you for your consideration.

Sincerely,

Marilyn R. Greathouse

Marilyn R. Greathouse
Lawrence, Kansas

000925

Copy
4th Force
Cty Officials

February 21, 2000

President William L. Clinton
1600 Pennsylvania Ave.
Washington, D.C. 20500

Dear Mr. President:

RE PROPOSED CARGO AIRPORT AT HOMESTEAD

Please help make a difference for us at Homestead. It would be a shame to destroy a pristine area for the monetary gain for a few. I am ashamed of the local politicans that are in favor of this endeavor.

Money cannot buy our health and well being. The bird and animal habitates would be lost forever. All landscapes, farm areas and our life as we now know it would be history.

This area has had millions of refugees in the last twenty years. Our resources, mainly water is in serious trouble..We do have dumping regulations, but more care is needed. Please don't let them add to the burden.

At the present time we have two major airports. In our immediate area, we have three small ones. We are not talking about a vast area. We are talking about from Homestead to Fort Lauderdale. Enough already.

I would like to give two personal experiences. Recently in the middle of night I heard the roar of a plane overhead which woke me. It was a mid sized plane and set off our car alarm..No more sleep that night. Also my husband worked about 2 miles east of the airport. It took less than two years of parking under the path of the planes, to destroy the paint on the hood and top of his vehicle.What did the planes do to wildlife and humans below. Excessive noise on a daily basis is destroying the hearing of many.

For polination of crops, trees and plants, we need bees. They cannot survive under the conditions mentioned above. The farmers need protection from all of the above. We do not wish to bring any more fruit and vegetables from foreign sources. They do not have the strict regulations that we have in place to protect our health.

IF THIS AIRPORT IS APPROVED THE FOLLOWING WILL PREVAIL

Roads will be destroyed from heavy traffic. New ones and wider will have to be built. Eating up more farms.

We will need more police and many more D.E.A. AGENTS . Car accidents will rise along with deaths. People will be taxed out of their home. Many more changes will occur and not for the better.

The COLLIER-HOOVER PLAN, seems to be a dream come true. More jobs for our locals, less corruption and life would be more normal. Plus the beauty of the plan, for all to thrive and enjoy.

Thank you for your kind attention to the above.

Sincerely,
Spouse John Landreneau
USAF
S. Sgt. Ret.

000927

Date: 2/18/00

To: Homestead SEIS
AFBCA/EX
1700 N. Moore Street
Suite 2300
Arlington, VA 22209-2802

FAX: (703) 696-8828

From:
Name: Phyllis A Battiato
Address: 680 SE 25 Lane
City/State/Zip: Homestead, Fl. 33033

I am writing this letter to tell you that I support the Collier/Hoover mixed use development plan for Homestead Air Force Base. The Collier/Hoover mixed use alternative development offers a partnership between the environment and the economy. Through creation of a visitor attraction, educational facility and business center, the project will bring jobs and dollars to South Dade without harming the national parks. Please support this proposal.

Sincerely,
Phyllis A Battiato
Please help us!

000929

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: FEB 22, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I'M 50 YEARS OLD AND I WAS BORN & RAISED IN HOMESTEAD. THIS AIRPORT ISSUE REMINDS ME STRANGLY OF THE SEADADE PORT PROPOSED BY THE POLITICS THAT BE IN THE EARLY 1960S. SEADADE WAS GOING TO BE THE ANSWER TO ALL THE ECONOMIC ILLS THAT PLAGUED SOUTH DADE IN THAT ERA, JUST AS THE AIRPORT IS GOING TO DO NOW.

NEWSFLASH: IT WON'T HAPPEN. THE ECONOMIC PROBLEM IN SOUTH DADE ARE VASTLY MORE COMPLEX THAN IT APPEARS. AN AIRPORT WON'T SOLVE THAT ISSUE. THIS AREA IS PREDOMINANTLY CENTRAL AMERICAN, WITH HUGE PROBLEMS OF RACISM, EDUCATION, TRAINING, AND ENGLISH-LANGUAGE-SPEAKING PROBLEMS. AN AIRPORT WILL NOT SOLVE THOSE PROBLEMS. EVERYONE SAW THAT HURRICANE ANDREW CAUSED OUR PROBLEMS. NO, HURRICANE ANDREW JUST SPED UP THE HISPANICIZATION OF THE AREA, WITH THE ATTENDANT PROBLEMS OF POVERTY, UNSKILLED WORKERS, AND LANGUAGE PROBLEMS.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MAS ESPACIO**** → OVER →

NAME/NOMBRE: JEFF BLAKLEY
ADDRESS/DIRECCIÓN: 28590 SW 170 AVE
CITY/CIUDAD: HOMESTEAD
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33030-2013

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Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

THREE SHORT REASONS NOT TO TURN OVER THE PROPERTY TO DADE COUNTY:

① ENDEMIC CORRUPTION AT MIAMI INTERNATIONAL AIRPORT. IF DADE COUNTY CANNOT EFFICIENTLY RUN MIAMI INTERNATIONAL AIRPORT, WHAT MAKES ANYONE THINK IT WILL DO BETTER AT A HOMESTEAD AIRPORT?

② QUALITY-OF-LIFE ISSUES. WHO, GIVEN A CHOICE, WANTS TO LIVE NEAR A LARGE AIRPORT, WITH ALL OF ITS NOISE AND POLLUTION PROBLEMS? I WORK IN MIAMI, NEAR THE AIRPORT, AND CAN'T IMAGINE LIVING IN THE LANDING/TAKEOFF AREA OF THE FIELD. PLANES OVERHEAD 24 HOURS A DAY. NO ONE WOULD LIVE THERE WILLINGLY. ONLY PEOPLE WHO MUST, FOR ECONOMIC REASONS, DO SO.

③ VESTED INTERESTS VS. THE ORDINARY JOE. THE BANKERS, ROCK-MINING COMPANY, TREE-FARMERS AND POTATO FARMERS WHO RUN HOMESTEAD WANT AN AIRPORT SO THAT THEY CAN SELL THEIR LAND AT A HUGE PROFIT AND MOVE AWAY. THEY ARE LOOKING AT THE PROJECT WITH SOLELY THEIR OWN INTERESTS IN MIND - NOT THE PEOPLE WHO HOPE TO LIVE OUT THEIR LIVES HERE. HABDI - THE INFAMOUS HABDI (WHO RAMMED THROUGH THEIR NO-BID CONTRACT AT 5:30 IN THE MORNING AT SOUTHRIDGE HIGH) IS ONLY INTERESTED IN THE MONEY - NOT THE PEOPLE WHO LIVE HERE IN SOUTH DADE.

I COULD GO ON, BUT I WON'T. I'M 50 AND I'M TIRED OF BEING SOLD DOWN THE RIVER BY FAT CATS WHO PURPORT TO BE INTERESTED IN MY WELFARE. THANKS, BUT NO THANKS. THERE ARE ALTERNATIVES TO AN AIRPORT!!!

000930

February 17, 2000

Homestead SEIS
AFBCA/EX
1700 NB Moore St., Suite 2300
Arlington, VA 22209-2802

My husband and I have owned our home west of the Homestead Airforce Base for over 20 years We are adamantly OPPOSED to turning the Air Base into a commercial airport

The recent "Public Hearing" held on Feb 1st at South Dade High School was a farce. For the first two hours no local community members were allowed to speak. Instead politicians from as far north as the Broward County line were put on the agenda, one after another, to take up the time These politicians are pushing for a commercial airport for only one reason - another opportunity for graft!

This area is not suffering from a lack of jobs and there is no reason to take such drastic measures to supply more jobs The company where I work currently has over 60 positions unfilled. The new employees the company does get are coming from areas further to the north because there are not enough employees in this area.

The only people that would benefit from a commercial airport in Homestead would be the politicians and developers In the long term, the rest of us would suffer from pollution, higher taxes and reduced quality of life

This long time resident does NOT want a commercial airport in the Homestead area.

Constance S. McSweeny
Constance McSweeny
23700 SW 142 Avenue
Homestead, FL 33032

000931

February 21, 2000

To whom it may concern:

I am writing this letter to voice my opinion and make known my feelings as to what should happen to the Air Force Base located in Homestead Florida. It was recently brought to my attention that the Base might be made into a commercial air port for Miami flights. This would be a grave mistake. The noise and air pollution alone would be enough to seriously threaten the stability of our small community. Not to mention the tractor trailers with their surging diesel engines all hours of the day and night. Not even our wildlife would get any rest or peace. As for the jobs, I can just see it now! 38,000 (they say) Miami employees transfered to Homestead to work. What jobs for Homestead unemployed? Looks like Miami will definitely benefit from this proposition. What about Homestead? What will we be getting out of the deal?

I like the idea of the mixed use Hoover and Collier Foundation proposition much better. Now here I can see some benefit to Homestead. Benefit to our unemployed, to our wildlife, to the preservation of nature, and not to mention sleepfull nights and clear blue skies in the morning.

Aren't the big cities like Miami, Atlanta, Dallas, and Las Angeles doing enough to smog up our skies with air pollution and noise pollution? Lets try to keep a small part of the world we live in clean, beautiful, and quiet. For once, lets do whats right and not what makes the most money. We owe it to ourselves and Homestead deserves it!

Sincerely,

Gwenn Rios
Gwenn Rios

GEORGE BLINN

000940

February 17, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA. 22209-2802

Dear SEIS Contact:
As an Ocean Reef resident, please allow me the opportunity to express a serious concern regarding the construction of a major Commercial Airport at the former Homestead Airbase.
If such construction is approved, the consequences we face would become a critical issue. Having heavy, daily commercial traffic, the air pollution would seriously place both Biscayne and Everglades National Park in grave danger.
Couple this with the danger being posed with other protected areas here in the Keys makes the proposal becom even more critical.
The alternate proposals to develop the Homestead Base for a mixed Commercial and residential use would serve two purposes:
- Be more compatible with the National Parks
- Provide an economic surge to the local area

GEORGE BLINN

Also, there appears to be better alternative sites for development of additional Commercial Airport Capacity in South Florida.

Thank you for your time, interest and consideration.

Sincerely,
George Blinn

000949

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/16/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I was just down in Flamingo (which is in Everglades National Park) and I cannot imagine having constant air traffic over that beautiful park. The draw of these parks is that they are places where one can get away from noise pollution, not be constantly bombarded by it. I go to national parks to get away from the constant noise that I endure in Miami. I live on South Beach and numerous planes pass over my condo. Consequently, there is a layer of soot that settles on the balcony and outside of the building. That is what will be settling over our national parks if we allow an airport down in Homestead. I absolutely oppose the opening of such airport and feel that what draws people to Florida will be destroyed if this airport is allowed to be built.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Esther DiLeo
ADDRESS/DIRECCIÓN: 1228 West Ave., #410
CITY/CIUDAD: Miami Beach
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Florida 33139

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

Se publicarán sus comentarios en el SEIS FINAL. Favor de no incluir su dirección personal si no desea que esta aparezca en el SEIS FINAL. El hecho de proporcionar esta información es considerado como su consentimiento para publicarla

Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

000950

2/18/00
To Whom it may concern:

I am writing to express my opposition to the Air Force's plan to sell the former Homestead Air Reserve Base to Dade County for development into a commercial airport. Please do not allow this to happen! Everyone knows that this would have a huge negative impact on the fragile ecosystem of the Everglades. The Air Force's own Supplemental Environment Impact Statement shows this to be true.

Please do not let this happen!

Sincerely,
Klara Miller

000952

February 14, 2000

T E & MARY D BIRD
978 COYOTE ROAD
TOPONTO, KS 66777

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

Dear SEIS Contact:

As longtime members of the Ocean Reef Club, Key Largo, Florida we've always planned to retire there. Now we are wondering..... as we and all members of the Ocean Reef Club are very much concerned re the enviomental destruction that will happen by the Air Force's proposed transfer of the Homestead Air Reserve Base in Florida to the Miami-Dade County for development of a large commercial airport. The development of a commercial airport at the Homestead site will cause much noise and air pollution to the entire area...thus greatly decreasing property values and quality of life for people and the animals. The alternate proposals for the development of the Homestead base includes mixed commercial and residential plan which would be more compatible to the adjacent national parks and Ocean Reef Club residents, while still providing an economic boost to the area.

We urge you to consider this plan or other alternatives to the commercial airport option so that the unique environmental treasure of Biscayne and Everglades National Parks and life at the Ocean Reef Club may be preserved.

Thank you for your time and consideration of this important matter.

Sincerely yours,

Mary + Tom Bird
Mr. and Mrs. T. E. Bird

TEB:mb

cc: Mr. Albert Gore, Vice-President
Mr. Bruce Babbitt, Secretary of the Interior
Mr. William S. Cohen, Secretary of Defense
Mr. F. Whitten Peters, Secretary of the Air Force

000953

1209 La Mancha
Coral Gables, Florida 33134

February 21, 2000

To Whom It May Concern:

I am not in support of building an airport in Homestead.

I believe that doing so is short-sighted. Sure it may help the local economy in the short-term. But what are the long-term consequences? Our environment will suffer.

What people are selectively blind about is the fact that when our environment suffers ...so does our economy - one plus one does equals two. Much of Florida's tourism is based on eco-tourism. When our ecology suffers...what will happen to our tourism? What will happen to those of us who live and work in South Florida and rely on those dollars?

Once these precious resources are damaged, the damage can not be repaired – there is no turning back. It doesn't take a brain surgeon to figure this out!

Please vote against building an airport in Homestead. Let your conscience be your guide...not your pocketbooks.

Thank you,
Patricia San Pedro
Patricia San Pedro

RAYMOND A. LANDER, JR
57 TARPON LANE
KEY LARGO, FL 33037

000954

February 17, 2000

Homestead SEIS - AFBCA/EX
1700 N. Moore St. - Suite 2300
Arlington, VA 22209-2802

My wife and I are homeowners in Key Largo, FL and we are greatly concerned about the environmental destruction that is bound to be caused by the Air Force's proposed transfer of the Homestead Air Reserve Base in Florida to Miami-Dade County for development of a large Commercial Airport.

Under the Air Force's draft environmental impact study, such an Airport will cause 600 Commercial Size Airplanes, including Jumbo-Jets, to make an estimated 230,000 Flights per year or about one every two minutes over 2 National Parks, at least a half-dozen other protected natural areas in this unique part of the country and the quiet Florida Keys.

This will certainly cause an unacceptable amount of noise and pollution to the area. According to the draft study, it would be the closest major Airport to a National Park and to some of the nation's most vulnerable natural environments. It would be on the Edge of the Florida Keys, 1½ Miles from Biscayne National Park and 8½ Miles from Everglades National Park. Tons of toxic air emissions and hazardous chemicals will be deposited daily into Biscayne Bay and onto land and wildlife habitat

The alternate proposal for the development of the Homestead Base for mixed Commercial and Residential use would be far more compatible with the adjacent National Parks and would provide nearly the same number of jobs to the area and much sooner. Also there are alternate sites for additional Commercial Airport operations in South Florida.

Interior Secretary, Bruce Babbitt, recently stated the development of a Commercial Airport would degrade both National Parks, and Environmental Protection head, Carol Browner, said a Commercial Airport does not belong between these Parks.

We hope you will agree that an alternate to a Commercial Airport would be a much more sensible use for the Homestead Base.

Sincerely,

Raymond A. Lander

Anita V. Sculthorpe
20 Perky Road
Key Largo, FL 33037

000955

February 18, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

Gentlemen:

I am a long-time homeowner and stockholder of Ocean Reef. The Reef is a year-around resort which is the largest business ($60 + million sales) and the largest employer (1,000+) in the Florida Keys. The owners and the employees here are united in opposing a transfer of the Homestead Air Reserve Base near us to Miami-Dade County for development of a commercial airport. I support alternative plans such as a mixed commercial and residential development.

A large commercial airport in Homestead is not needed and poses a dire economic and ecological threat. The airport also is opposed by the Department of the Interior and the Environmental Protection Agency.

Please bear in mind that Miami-Dade County awarded the Homestead site to Homestead Air Base Development with no competitive bidding or advance notice. On this basis the award would have violated Federal law, if it was made directly to the same business group by the Air Force.

I am urging you to support us in upholding the integrity of Federal laws, including the Environmental Protection Act and the Base Closure Act.

Yours sincerely,

Anita V. Sculthorpe (Mrs William Sculthorpe)

Anita V. Sculthorpe

C: Vice-President Al Gore
Interior Secretary Bruce Babbitt
Defense Secretary William S. Cohen
Secretary of the Air Force F. Whitten Peters

February 19, 2000

000956

US Air Force
Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209 2802

To whom it may concern:

I am a concerned citizen who loves the beauty of nature and this is my plea for the USAF NOT to build an airport on the Homestead, Florida site This site is adjacent to two of our nation's beautiful national parks and the home to many endangered, threatened or rare birds and animals. We all know that birds and planes DO NOT MIX!! Airplane traffic will mean the end to many of these wonderful creatures!

Additionally, this site is extremely close to our nuclear power plant. An air disaster would most certainly mean a total disaster to our community! So, you can why it is so important that you not build in this area. It could mean the end to wildlife and human life

Too many of our local corrupt politicians have already, most likely, bought up all the land nearby the proposed site knowing they will profit monetarily should the airport be built. Our own Jeb Bush, governor of FL, is closely associated with the builders associations, so he stands to make millions of dollars; and he doesn't give a "hoot" for wildlife.

I hope we, South Floridians, can count on your refusal to locate on this site.

Sincerely,

Nancy Hembree

Nancy Hembree
11454 SW 106 Avenue
Miami, FL 33176

000960

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 18 FEBRUARY 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I AM DEFINITELY IN FAVOR OF THE "COLLIER" PLAN FOR THE AVAILABLE LAND AT THE FORMER HOMESTEAD AIR FORCE BASE. THE PLAN IS APPARANTLY ENVIRONMENTALLY SOUND FOR THAT PARTICULAR AREA. IT IS A PLAN THAT IS FAR SUPERIOR TO THAT OF AN AIRPORT. LET THE AIR RESERVE UNIT HAVE THE RUNWAY TO OPERATE ITS PLANES WITHOUT INTERFERANCE FROM OTHER AIR TRAFFIC. IF THE LAND IN QUESTION IS TURNED OVER TO THE "COLLIER" GROUP WE WOULD ELIMINATE POLITICS ONCE AND FOR ALL.

THE CITIZENS OF MIAMI-DADE COUNTY WOULD BEST BE SERVED WITH A PLAN THAT INCLUDES BUSINESSES AND GOLF COURSES, PLUS A LUXURY HOTEL.

Ira J Callman

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: IRA J. CALLMAN (Retired U. S. Marine)
ADDRESS/DIRECCION: 322 East Ridge Village Drive
CITY/CIUDAD: Miami
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Florida, 33157-9101

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Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

Subj: Homestead Air Force Base
Date: February112000 8:50:33 AM
To: hafb_seis@afbda1.hqaf.mil, vice.preident@whitehouse.gov, bruce_babbit@ios.doi.gov

000966

Dear SEIS Contact:

I am a resident of North Key Largo, FL. I am very concerned about the danger of damage to the environment which would be caused by the proposed use of the Homestead Air Force base facility as a large commercial airport.

The noise and air pollution will be unacceptable in this fragile environment so close to both Biscayne National Park and the beautiful Everglades National Park, the latter of which is endangered enough already. This is a really unique and beautiful area and should remain so.

The alternate (Collier-Hoover) proposal makes a lot more sense and we urge you to approve it over the commercial airport idea.

Please reject the commercial airport proposal.

Rollin S. Reiter
Key Largo, FL. 33037

RNOSMO@aol.com

2/18/00 America Online : R Nosmo Page 1

James M. Couper
7645 S.W. 118 Street
Miami, Florida 33156
(305) 253-8254
Feb. 17, 2000

000968

U.S. Air Force
AFBCA / EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802

Dear Reviewing agency:

I am writing to request your support for the conversion of the Homestead Air Base property in Southern Dade County, Florida to a mixed use facility, not a commercial airport.

Rarely has a community enjoyed an opportunity to form a solution of such immense, international, long-lasting benefit. Biscayne National Park and Everglades National Park are unique treasures of international magnitude. Either one alone demands maximum respect and protection. The two together, especially considering their close proximity and interdependence, make the entire system extraordinary – clearly a national and international treasure. The proposal of placing a commercial airport on the shore of one park and ten miles from the other not only reflects a disregard for an invaluable resource, it defies common sense. When considering the propinity of the nuclear power facility at nearby Turkey Point, the increased potential for a major catastrophe posed by the proposed airport shifts the disregard for common sense into the realm of arrogant irresponsibility.

Apparently, our local leadership's priorities place the interests of politically connected organizations such as H.A.B.D.A. above the health and protection of the citizens and our national parks. With the exception of a few individuals of integrity (County Commissioner Katy Sorenson, for example) we must turn to others for leadership in stopping this travesty. The H.A.B.D.A. agreement was a crude, unilateral, political deal thrust upon the public by a County Commission notorious for its favoritism towards developers and marred

(over)

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interests. There was never any discussion of other options for the Air Base property. No other groups were given an opportunity to make presentations, and the public, whom the Commission is supposed to represent, was never informed until after the fact. Consequently, we must appeal to you to exercise the power of your office to bring the approval of the conversion of Homestead Air Base into a commercial airport. There are now mixed use plans (Collier and Hoover) which would convert the property into projects of greater public benefit, including the creation of jobs with none of the deleterious effects of the H.A.B.D.A. plan.

Our national parks are treasures. They are models of preservation, affording everyone the opportunity to experience the profound pleasure of experiencing our unique, natural systems – undisturbed by compelling commercial concept. The possibility for this experience will be shattered and forever lost unless priorities are placed in proper perspective and the rights of the citizens and the protection of our precious resources are placed before the private gain of a few. For the sake of today's citizens and for the sake of future generations, the H.A.B.D.A. commercial airport proposal must not be allowed.

Thank you for your time and your kind attention.

Respectfully,
James M. Couper

000970

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Publicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: _____

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I am opposed very strongly to the HABDI Homestead Airport Development because of its destructive impact on the Florida Everglades and Biscayne National Park. The Federal government has spent and is now spending $ million dollars to restore damage in the Everglades and it would be ridiculous to throw away those funds.
These two parks are national treasures to be protected for the benefit of the millions of visitors of all nationalities that enjoy them.
The Collier-Hoover proposal would protect the environment while providing jobs in the area.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MAS ESPACIO****

NAME/NOMBRE: Dorothy Williams
ADDRESS/DIRECCIÓN: _____
CITY/CIUDAD: Key Largo
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Florida 33037

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Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX 703-696-8828

RICHARD B. ROBINSON
145 S HARBOR DR
KEY LARGO, FL 33037-5100

000972

305-367-2495

E-MAIL ADDRESS. rbrobinson@earthlink.net

FAX: 305-367-2674

February 18, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

I own a home at Ocean Reef on the northern tip of Key Largo island and, like everyone else in the community, am very concerned about the environmental destruction that will be caused by the Air Force's proposed transfer of the Homestead Air Reserve Base to Miami-Dade County for development of a large commercial airport. Unacceptable noise and air pollution would be inevitable, the Biscayne and Everglades National Parks together with the surrounding waters and living coral reefs would be destroyed as national wildlife and fish attractions. Tranquility and tourism would be lost, Miami-Dade would suffer the economic consequences.

Less threatening alternative proposals for developing the Homestead base include a mixed commercial and residential plan which would provide significant economic gain, as well as preserve the national parks and surrounding waters and reefs.

I strongly urge you to favor the alternatives and preserve the unique environmental treasures of the Biscayne and Everglades National Parks and surrounding waters and living coral reefs. Thank you very much for your consideration and support.

Sincerely,

Richard B. Robinson

000974

AFBCA/EX
1700 N Moore St, Suite 2300
Arlington VA 22209-2802

2/17/00

The public meeting held on Feb 1 at Homestead to hear comments in re the Air Base plans just barely escaped being a travesty -- one of which the Air Force should be ashamed. I quote from a letter published in a local newspaper.

Quote, "... I attended what was supposed to be a public hearing regarding Homestead Air Force base. Countless mayors, officials from other communities far away (attended). Each of the 10 mayors was allowed 10 minutes followed by other officials each of whom was allowed 3 minutes. (These) excessive and well planned litanies delivered by various pro-airport comrades cheated citizens of precious time to express our opinions.' End quote.

The meeting was believed by the public to be scheduled at 5:30. It actually got under way well after 7:00. While the 5:30 mistake may not have been that of the USAF, the late commencement surely was. Beyond that however, blame for the nearly two hour priority given politicians to the practical exclusion of the general public, certainly belongs to those in charge. Many people came away with the conclusion that there was a planned conspiracy afoot between the Air Force and those who stand to profit from a commercial airport.

I counted three full colonels in uniform cruising the auditorium and grounds. Presumably they were among those in charge. While I retired before any of those three entered the Air Force, and things are presumably done differently these days, I would have fired a Major who couldn't have done a better job of planning and organization all by himself.

Rodney S Quinn

Rodney S Quinn Lt Col USAF (Ret)

000979

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2-18-2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

The development of an international airport at Homestead A.F. Force Base is to ignore what has been learned from history, science, economics and human nature for the sake of material gain for many at the cost of so many more and so much more. Not do we this knowledge is not only reprehensibly irresponsible stewardship but also regressive stewardship.

As you know, there are alternative plans for the Base that represent thousands of jobs too. However, without sacrificing South Florida's environment and economy and without reversing its gains.

I urge you to accept the development plan for the Base that will ensure an environmentally and economically sound solution to help meet the needs of Homestead and all of South Florida.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MAS ESPACIO****

NAME/NOMBRE: Marianne Detgen
ADDRESS/DIRECCION: 5 Tarchwood Lane
CITY/CIUDAD: Key Largo,
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Florida 33037

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Arlington, VA 22209-2802
FAX: 703-696-8828

000980

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/14/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I oppose the use of the Homestead Air Force Base as a commercial airport. I believe the ~~base~~ commercial air facility poses a serious threat to the environment and I would prefer the Hoover-Chase/Collier proposal.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: C D Chapin
ADDRESS/DIRECCIÓN: 24 Dockside Lane, MB376
CITY/CIUDAD: Key Largo
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33037

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1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX. 703-696-8828

000981

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/14/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I am strongly opposed to the creation of a commercial airport where the Homestead Air Force base is. The impact on the surrounding environmentally sensitive parks would be irreversible. The alternatives would provide jobs and be less destructive to the air & water quality of the entire area.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MAS ESPACIO****

NAME/NOMBRE S.D. Chapin

ADDRESS/DIRECCION 24 Dockside Lane PMB 76

CITY/CIUDAD Key Largo

STATE, ZIP CODE/ESTADO, ZONA POSTAL Florida 33037

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Homestead SEIS
AFBCA/EX
1700 N Moore St, Suite 2300
Arlington, VA 22209-2802
FAX 703-696-8828

000984

Fred Rhodes
151 NW 13 Street #H
Homestead, FL 33030-4227
February 18, 2000

Homestead SEIS
AFBCA/PA
1700 N. Moore Street, Ste. 2300
Arlington, VA 22209-2802

Ladies & Gentlemen:

In the Community Information bulletin that is mailed out with Homestead's electric, water and sewer bills each month, the enclosed article was printed in the bulletin both in English and Spanish. I'm sure our Mayor and his cohorts were responsible, but please rest assured that most of Homestead's residents don't want any part of HABDI's Miami connection regarding the commercial airport at the old Homestead Air Base. This surely isn't treating those opposed to the airport fairly, but these people are desperate because the HABDI probably helped with dollars in the most recent City election.

The Dade County Farm Bureau is endorsing the commercial airport, however, the membership was never asked to vote yes or no on the subject. I've talked to many of the growers and the only ones I've spoken to who are in favor of the airport are the landowners near the airport. That shouldn't be hard to figure out; the price of their land would increase and they'll probably be able to sell. That's good for them but not good for the other farmers who own land west of U.S. 1 because with all the air traffic, noise, Section 8 housing and HUD, they will be out of luck as for selling their land. Rich get richer and poor get poorer.

We don't need the airport, period. We have the best climate in America, and if we stop building low cost housing, the retirement people will come and continue to come. Please don't ruin our beautiful place to live.

Sincerely,

Fred Rhodes

Fred Rhodes

Community Information

February 2000

Activities and Events in the City of Homestead

A time for action – Homestead needs a commercial airport now

Almost five years ago, after a comprehensive "final" environmental study the Air Force approved Miami Dade County's proposal to develop a commercial airport at Homestead Air Force Base

But before the airport development plan could be executed, environmental groups who were largely silent up to that point, demanded, and got the government to initiate a "supplemental" environmental study which has forced a 6-year delay in the process of airport development

The residents of Homestead have continued to wait and hope that government leaders -- from President Bush to President Clinton -- would deliver on the "rapid" redevelopment and job promises they made after Hurricane Andrew devastated our region in 1992. Since then, far from moving on redevelopment, the government has removed its major military mission from Homestead and allowed an unprecedented, lengthy review process to deny our citizens badly needed jobs

As we begin the new year, however, a ray of hope has entered our lives After almost 24 months of analysis, the USAF and FAA, as co-lead agencies, released their long-awaited "supplemental" draft environmental impact study on the conversion of Homestead Air Force Base

This document deserves all of our support because it signals that vital agencies of our national government have recognized the plight of the poor, the unemployed and underemployed residents of our community

This extensive federal study, produced by leading experts, confirms that we do need a commercial airport in South Dade to relieve the enormous capacity pressures that future air transport demands will impose upon the region.

It reaffirms what our county aviation and FAA planners have determined after careful study -- that Homestead is the only viable and feasible site for that airport. For those who have lived in despair that jobs would be delayed indefinitely, the report conclusively shows that an airport at Homestead holds the promise of over 38,000 long-term, high paying jobs for our residents.

Residents in the region, and many more who were born and raised here value our clean air and clean waters and the experiences that ourselves and our children enjoy when we visit our nearby national parks

We do not need any lectures from the self-styled environmental protectionists on how we ought to fulfill our responsibilities to safeguard the land and water resources that have formed part of our daily lives.

So we were **pleased to see that this new report, which cost the taxpayers millions of dollars, has concluded once more that an airport at Homestead is environmentally sound and that the natural assets of the parks can be preserved based on one of the most comprehensive water quality and noise studies ever conducted in an environmental impact statement.**

Hearings on the draft environmental impact statement were held in the beginning of February, but citizens who missed these meetings will still have a chance to make their opinions heard. Letters may be written by residents voicing their support of the SEIS report and the development of a commercial airport at the Homestead Air Reserve Base by March 14, 2000 Please send correspondence to

Homestead Draft SEIS
AFBCA/PA
1700 N. Moore Street, Suite 2300
Arlington, VA 22209-2802

With the support of the thousands of residents of South Dade who want to see their hopes and dreams realized after all these years of waiting and enduring broken political promises, this project will become a reality The time for action is now We urge all of the residents of the area to join in this effort

IMPORTANT PHONE NUMBERS

Police Emergency	911
Police Non-emergency	305-247-1535
Utility Outages	305-247-7313
City of Homestead	305-247-1801

We're on the Web! http://ci.homestead.fl.us

City Council meetings are held at 7:00 PM on the 1st & 3rd Mondays each month in City Hall Council Chambers. For current schedule of meetings, call 247-1801, extension 334.

000985

February 11, 2000

U.S. Air Force
Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

Dear U.S. Air Force,

In an effort to save the eco-system surrounding Biscayne Bay and the Everglades National Park, I am compelled to request your assistance in denying the request of local officials to construct a commercial airport at the former Homestead Air Force Base property in Miami-Dade County

Although community leaders will stress the importance of creating jobs within the Homestead and Florida City area, do not be fooled by concerns of revitalizing our neighborhood from the effects of Hurricane Andrew Our local paper boasts of countless jobs yearning to be filled, and new development projects underway in the area are sure to boost the economy far beyond our pre-Andrew days

Currently there is a mixed use plan proposed for the site, including a new hotel and golf course among other amenities (which will create a substantial amount of jobs) As the Clinton administration has proclaimed, we are not a country that is short of jobs I myself will travel long and far if need be, to provide income for my family. I stress the importance of the mixed use plan in this area because it is the only rational decision anyone can make when deciding on the fate of our world and existence in the bigger picture

How will we explain to our children that the run-off water from the airport runways has contaminated our drinking water and affected or destroyed the eco-system surrounding it? Or explain to tourists and homeowners that the noise and pollution stemming from the airport is a direct result of greedy politicians seeking re-election by becoming a hero in affording "countless new jobs" A commercial airport will perpetuate a continued growth of asphalt and concrete, soon becoming a micro-Miami

The Tamiami Airport is approximately 20 minutes from the proposed commercial airport at the Homestead Air Base site and is 30 minutes from Miami International Airport. I ask you, is this airport really necessary? Is it worth eroding the eco-system that is currently in place, which by the way, attracts thousands of tourists because of it's serene environmental qualities.

I hope that one day, you and your family will be able to visit the Everglades National Park and perhaps on your way to Key West, you'll say to yourselves, gee, i'm glad we didn't allow a commercial airport to ruin this precious part of Americana Marjorie Stoneman Douglas should be glad she didn't live to see this atrocity taking shape

With the above in mind, I respectfully request your consideration and attention to this serious matter and I hope that you will join efforts to defeat the plan to allow a commercial airport so close to a National Park and adjoining environmental lands.

Sincerely,

Marcal + Cynthia Lyle

Marcal and Cynthia Lyle

cc President William J. Clinton
Vice President Al Gore, Jr

000987

February 18, 2000

To Whom It May Concern:

Be it known to all that I support the Collier/Hoover mixed use development plan for the Homestead Air Force Base.

I do not want a commercial airport that would harm the "one of a kind" Everglades and Biscayne Park.

Thank you.

Sincerely,

Rosemary Gerganna
457 SE 21st. Dr.
Homestead, FL 33033
305-230-0474

000989 2-16-00

Nosotros apollamos la construccio de el aeropuerto de Homestead pienzo que ba a traer nuevos empleos a nuestra comunidad que tanto lo necesita

We strongelly agree to the construction of a Comercial aeroport in the area of Homestead airforce Base this progect will benefit the Commivity by opi

Rafael Garay
Amelia Garay

000992

February 18, 2000

Homestead SEIS
AFBCA/EX
1700 N. Moore Street, #2300
Arlington, VA 22209-2802

Gentlemen

I am a sixteen-year resident of Homestead who has worked hard to help rebuild our home and business from the destruction of Hurricane Andrew. I am in favor of the development of the Homestead Air Reserve Base into a commercial airport. Our community needs the jobs. Long-term, Miami International Airport will need relief from congestion.

I am also a user of both National Parks. I see no threat to these priceless treasures if built and managed using today's guidelines.

Our community has much potential and deserves the opportunity to benefit economically from the Air Base development.

Sincerely,

Daniel D. Braun
1020 N. Audubon Drive
Homestead, Florida 33035

THOMAS E. PETRI
8TH DISTRICT, WISCONSIN

2462 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-4906
(202) 225-2476

8TH DISTRICT OFFICES
FOND DU LAC, WI
(920) 922-1180

OSHKOSH, WI
(920) 231-8333

Congress of the United States
House of Representatives
Washington, DC 20515–4906

February 28, 2000

000995

Homestead SEIS
AFBCA/EX
1700 N. Moore Street
Suite 2300
Arlington, VA 22209-2802

To Whom it May Concern:

I am writing to you on behalf of one of my constituents, Mr. Thomas Wyman of Oshkosh, Wisconsin.

Mr. Wyman lives in Key Largo, Florida during the winter months. As a member of the Ocean Reef community in Key Largo, Mr. Wyman has contacted me to express his concerns about a proposal to develop a large commercial airport at the site of the Homestead Air Reserve Base. Mr. Wyman believes that the development of a commercial airport at the Homestead site will cause unacceptable amounts of noise and air pollution in the area. In the effort to protect the environment and two neighboring national parks, Mr. Wyman feels that alternative proposals for this land should be pursued.

I have enclosed a copy of Mr. Wyman's letter to me which raises some important points. I would appreciate it if you could include his letter in the record for public comment to reflect his position on this issue.

Thank you for your attention to this matter.

Sincerely,

Thomas E. Petri
Member of Congress

TEP:rb

THOMAS R WYMAN
4 ANGELFISH CAY DRIVE
KEY LARGO, FL. 33037

000996

Thomas E. Petri
115 Washington Ave.
Oshkosh, Wis

Dear Tom;

We urgently need your help to stop the construction of a major commercial airport just a few miles from two national parks. In addition to being a resident of Oshkosh, I am a member at Ocean Reef in Key Largo, Florida.

We, of the Ocean Reef community, are gravely concerned about the environmental repercussions of the Air Force's proposed transfer of the Homestead Air Reserve Base in Florida to Miami-Dade County for development of a large commercial airport. It is no exaggeration to say that such an airport would dangerously pollute two neighboring national parks, Biscayne National Park and Everglades National Park, along with at least a half-dozen other protected natural areas in this unique part of the country.

We strongly believe that the development of a commercial airport at the Homestead site will cause unacceptable amounts of noise and air pollution to this area. There are alternative proposals to develop the Homestead base for mixed commercial and residential uses that would be far more compatible with the adjacent national parks, while still providing an economic boost to the local area. Also, there appear to be alternative sites for development of additional commercial airport capacity in South Florida.

Under the Air Force's draft environmental impact study, the commercial airport is estimated to have over 230,000 annual operations. The result is almost one flight every two minutes over the Everglades, Biscayne National Park and our community. The commercial airport will result in tons of toxic air emissions daily (much of which will be deposited into Biscayne Bay), lead and other hazardous chemicals washing into the soil and water, and thousands of acres of land and wildlife habitat paved over into industrial and residential sprawl.

The public comment period for the Air Force's draft environmental study closes on March 7, 2000. The Air Force may soon thereafter make its decision about what alternative it will choose. We urge you to express your concerns to the Air Force and the Clinton Administration regarding the proper use of the Homestead base. We hope you will speak forcefully in opposition to the proposed commercial airport and in support of a more reasonable development project for Homestead, which strikes a balance between needed economic development and preservation of our national environmental treasures.

This proposed airport would be adjacent to Turkey Point, one of the largest nuclear plants in this country. To have flight patterns over that plants could lead to a disaster.

In advance, we thank you for your time and interest in this important issue.

Sincerely,

Tom

FEB-22-00 WED 5:22 PM U.S. HOUSE OF REPS FAX NO. 9202310464 P. 2

7651 SW 137th St
Miami FL 33158
17 February 2000

000997

HOMESTEAD SEIS
AFBCA/EX
Homestead AFBSEIS
1700 N Moore
Suite 2300
ARLINGTON VA 22209-2802

re: proposed uses for Homestead AFB Florida

I was stationed at Homestead AFB FL as a physician from 1975-83 and continued to serve in the Reserves until 1991 with Homestead Hospital as my unit. Since 1979 my home has been in Miami where I continue to practice medicine. Over that span of years there have been many changes in Miami and in the Homestead area. At this point a major decision is to be made that will profoundly change the nature of southern Miami-Dade County and the Florida Keys. That decision is the use of the land area at Homestead Reserve Base and the runways at that site. A proposal to develop a major airport at the site is being considered. This airport is planned to relieve crowding and traffic at Miami International Airport. I write to express my concerns in planning and developing such a facility at the old Homestead AFB site.

The location of the AFB was chosen to be somewhat secluded geographically, bounded on the east with Biscayne Bay only one mile away, to the south by undeveloped wetlands, and to the west by Homestead itself and the Everglades National Park only 5-7 miles beyond. This served the purposes of the Air Force well, but makes it a difficult location for a major commercial enterprise, with access only from the north along already congested roads. These same roads serve as the only route to the Florida Keys, allegedly a major tourist attraction. The expansion of the surface roadways, railways and other surface routes can only further complicate travel through the area. The Keys can be effectively cut off from Florida most all the time by impasse of traffic, as happens now on any holiday or most Sunday afternoons.

The impact on the underlying aquifer and surface waters draining into the lower Biscayne Bay is under study as part of the Everglades restoration project. Adding additional water needs and surface contamination can only degrade an already deteriorating status of the area. The last drought there was salt water intrusion to the wells on Homestead AFB. Without the continued flow of water in the underlying aquifer this process can occur even without major drought conditions. Should that salt water contamination spread into the agricultural areas, the losses of winter row crops could be consequential.

The effect of added commercial air traffic on the Everglades and the lower Biscayne Bay may have more consequences than the previous military operations. Most of the military operations were in daylight and not as intense as commercial uses as proposed. Bird strikes were always a concern in the military operations and would continue to be of concern until bird populations form the Everglades and Key Biscayne declined more than the present dwindling numbers. I am not sure the Everglades National Park needs further pressure on the wildlife. It is already reeling from water pressures.

Two miles south of Homestead AFB site is Turkey Point, an older nuclear power plant operated by Florida Power and Light. I have not heard of any consideration given to this facility being in the epicenter of all this new development. Does it need to be considered?

One aspect of developing the old Homestead AFB is to give jobs to the area, according to supporters. Adding this large scale commercial area may add jobs, but taking productive farm lands out of use will take away jobs. Those agricultural jobs do not come and go as with construction jobs. The crops grow annually, the buildings grow once. I am not convinced that developing the area will give rise to more permanent jobs without population density increase.

I would urge whatever deliberating body looks at the impact of intense commercial development in the Homestead AFB site to consider these areas of my concern. I would also ask that the body consider the motivations behind the proponents, as well as the motivations of the opponents. Which direction will best serve the FUTURE needs of all the population of Miami Dade County? The decision on the use of this area will have major long term effects. We have seen the costs and the consequences of short term actions in the draining and development of the wetlands of the Everglades and are preparing to spend more billions to undo those former actions. Developing a major commercial airport at the end of the road to Miami, squeezed between two National parks seems to overlook the long term consequences for short term "fixes". No one has raised the question of limiting growth to match the natural resources of this area. Perhaps it is time to raise that question and act with responsibility for the future.

Thank you for your consideration of these points.

Sincerely,

Cleve W Howard, Col USAFR MC

TO Homestead SEIS, AFBCA/EX, 1700 North Moore Street, Suite 2300, Arlington, VA 22209-2802 000998

FROM: Douglas T McGinty
224 County Road 570
Verbena, AL 36091

RE: SEIS, OPPOSING THE PROPOSED COMMERCIAL AIRPORT

I oppose the proposed commercial airport or other commercial development on the site of Homestead AFB for the following reasons

1.) The former airbase is located in an extremely sensitive environmental position within 2 miles of Biscayne National Park just 10 miles from Everglades National Park and Florida Keys National Marine Sanctuary

2.) A major international airport would have devastating environmental impacts With a projected one flight leaving almost every minute, the airport and associated development would emit seven tons of toxic pollutants into the air every day. Lead, heavy metals, and other hazardous chemicals would wash into Biscayne Bay. Airport development will substantially add to the nutrient overload in Biscayne Bay contributing to its further eutrophication The airport would also contribute to the loss of groundwater flow into the Bay

3) The nearby national parks and marine sanctuary, and especially wildlife, would be heavily impacted by airplane noise and especially the industrial sprawl development that would accompany the airport Associated sprawl development could result in the loss of the last significant open space area in South Florida with urbanization coming right up to park boundaries

4) SEIS methodology for estimating noise pollution is inadequate and biased by FAA methodology Similarly, the amount of sprawl that a major international airport would promote is grossly underestimated. The stormwater management plan has already been challenged in court and experts have acknowledged its inadequacy to handle large storms

5) Any redevelopment of the former Homestead airbase must be fully compatible with protecting and restoring the ecological functions of the South Florida ecosystem, particularly any remaining open space and already protected national parks and marine sanctuaries Any redevelopment must be fully integrated and compatible with current Everglades restoration plans. A major international hub airport is by all measures completely incompatible with protecting and restoring ecological values in South Florida and the Everglades

6) The mixed-use alternative is the most preferable option in the SEIS, and is more acceptable than the comm[illegible] of commercial residential and other uses

FLORIDA WEST International Airways 000999

February 21, 2000

Homestead SEIS AFBCA/EX
1700 N Moore Street
Suite 2300
Arlington, VA 22209-2809
Fax: 703-696-8828

Sirs:

Florida West International Airways, Inc is a U S. 121 all cargo airline, based in MIA. We have requested additional maintenance facilities for many years, to no avail. The physical geographical limits of MIA restrict land available for maintenance hangars. What space is available is used for passenger facilities. This lack of maintenance facilities at MIA creates higher costs.

We have previously pursued this with the Homestead General Manager, and with MIA/DCAD. However, utilizing Homestead as a cargo airport is not viable. I wish it were, because we need more space, but, it isn't.

FWIA operates flights between MIA and Latin America. Most of the northbound cargo is perishable, i.e. cut flowers, fish and seafood products, fruits and vegetables, fresh salmon. A significant percent of these perishables connect to passenger flights in MIA, for Europe, Asia, Canada and other U S. cities These connections are tight and the cargo is usually "interlined" with other carriers within an hour or two. If the connection is missed, there is an extensive wait; frequently 24 hours.

Most of the year the sun is very hot. Flowers or fresh salmon that sit in the direct sunlight rapidly lose quality and shelf life Handling, especially boxes of cut flowers, causes damage, i.e. the head of flowers to drop off. Trucking from Homestead to MIA adds additional handling for all interline traffic.

Cargo-only airports work well for "closed loop" cargo airlines, i.e. FedEx, UPS, Airborne, Emery Worldwide, DHL, etc. They do not work well for open end cargo airlines, such as FWIA, Challenge Air Cargo, Ameriet, Fine Air, Arrow Air, etc.

7500 N W 25th Street Suite 237 Miami Airport Center
P.O. Box 025752 Miami, Florida 33102-5752
Phone 305-341-9000 Fax 305 341 9100

February 21, 2000
Page two

Transferring cargo between MIA and Homestead requires time, temperature controlled vehicles, adds cost and causes the product quality to deteriorate. Many of the passenger carriers also operate freighters that connect in MIA to their own passenger flights or other carriers Would they be required to go to Homestead? Cargo only aircraft usually operate during the night.

There are many other problems, too many to detail, that affect the quality of the product and the cost. We do not believe Homestead should become a cargo airport However, Homestead as an aircraft overhaul facility may be viable and an asset that allows MIA to continue to attract large carriers.

If you need additional information, we would be pleased to answer your questions.

Sincerely,

Richard L Haberly
President, C.E.O.

Eleanor Miller
35800 S.W. 213 Avenue
Florida City, Florida 33034
(305) 247-1734

001000

February 21, 2000

U.S. Air Force
Homestead SEIS
AFBCA/EX
1700 North Moore Street, Suite 2300
Arlington, Va 22209-2802

I am writing to you as a citizen, property owner and public school teacher of the Redland in Miami-Dade County, Florida, adjacent to Homestead-Florida City.

I am adamantly opposed to ANY plans for a cargo or commercial airport at the former Homestead Air Force Reserve. My reasons are many--the most obvious, of course, is the irreperable destruction to the quality of life in this unique section of our country where I have lived and taught for close to 30 years. But I will focus on just one of the attributes this area offers that cannot be replicated anywhere else in the continental United States.

Agricultural Research Tropical Research and Education Center of the University of Florida supported by the state conducts ongoing projects to increase sustainable tropical fruit production.

Agricultural Production: 14,000 acres of tropical fruit and 86,000 acres in overall agricultural use. This results in $830,000,000 annually to the state economy, employs 23,000 people in South Dade, provides 90% of winter vegetables for the entire country.

Tropical Fruit Production. This South Dade area is the ONLY place in the United States where many tropical fruits can be grown, i.e. lychees, longans, mamey sapotes, mangoes, etc..

Pest Management. Exotic pests come in through airports. Citrus canker has been tracked directly to Miami International. An airport here would eventually wipe out our crops.

We don't want that airport here. It is a political pawn. And the politicians pulling the strings don't even live here. Put it in their backyards. Not in the fields and groves that put winter vegetables and tropical fruits on the tables of Americans.

Thank you.
Sincerely,

001002

February 21, 2000

U S Air Force
Homestead SEIS
AFBC/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

Dear Sir/Madam

I am writing this letter to express my deep concern and opposition to the proposed Homestead commercial airport Aside from the disturbing fact that this was a "no bid" deal, this project would be a large scale, commercial airport set between two national parks and in close proximity to the Florida Keys National Marine Sanctuary The noise and air pollution as a result will forever alter these areas both in terms of personal enjoyment for the public and the ecosystems residing within.

The South Florida area already has several airports to accommodate cargo transport as proposed for the Homestead airport Miami International Airport has shown a steady decrease in cargo transport in the past few years Opa Locka Airport wants to increase its cargo carriers

There is a proposed alternative for the base's redevelopment that includes mixed residential and commercial use which would produce the much-needed jobs without the devastating and irreversible environmental consequences Perhaps if this had not been a "no-bid" deal, we would have an even greater number of viable alternatives for this property

Please consider the intent behind the establishment of the national park system to preserve these precious and quickly dwindling areas for the peaceful enjoyment of generations to come

Very Truly Yours,

Dean F Schnoor
9744 S W 125th Terrace
Miami, Florida 33176

001003

Date: 2-19-2000

To: Homestead SEIS
AFBCA/EX
1700 N. Moore Street
Suite 2300
Arlington, VA 22209-2802

FAX: (703) 696-8828

From:

Name: Pat Knox

Address: 15390 S.W. 76 ten

City/State/Zip: Homestead Fl 33032

I am writing this letter to tell you that I support the Collier/Hoover mixed use development plan for Homestead Air Force Base. The Collier/Hoover mixed use alternative development offers a partnership between the environment and the economy. Through creation of a visitor attraction, educational facility and business center, the project will bring jobs and dollars to South Dade without harming the national parks. Please support this proposal.

No Air port!!

Sincerely,

Pat Knox

001004

February 21, 2000

Joseph W Philipp
8000 SW 184th Terrace
Miami, FL 33157

HOMESTEAD SEIS, AFBCA/PA
1700 N. Moore St
Suite 2300
Arlington, VA 22209-2802

Gentlemen.

I am writing to express total dissatisfaction with the chain of events taking place with regard to Homestead Air Reserve Base.

As a registered voter and taxpayer in Miami-Dade county, I want to do everything in my power to assure that an environmental impact statement is completed before any further development takes place. Furthermore, I think the time has come to stem the blatant political corruption that continuously graces the Miami Herald yet mysteriously goes unpunished The public trust must be restored!

In early 1996, Metro Commissioners literally gave away the base to a group called the Homestead Air Force Base Developers, Inc. (HABDI) Elements of that transaction transcribed from a December 3, 1995 Miami Herald editorial follow:

"HABDI wants to turn the hurricane-battered base into a commercial airport with shopping, offices, apartments and an industrial park.

It's an ambitious plan, especially coming from local homebuilders who've never before developed an airport

But these aren't just any builders. HABDI's principals are also big shots with the potent Latin Builders Association (LBA), whose members donate large sums to Metro Commission candidates.

HABDI's top man is Carlos Herrera, president of the LBA. Other partners in the Homestead project include two former LBA directors and a vice-president.

Their 45-year lease agreement was quietly being maneuvered through the commission when details began leaking No sooner did neighbors begin raising objections than HABDI started braying about discrimination.

That's what happened at Wednesday's (December 1 1994) hearing, too. HABDI's Camilio Jaime and others staged a walkout, charging that opposition to the airport is being led by anti-Hispanic racists

Which must come as a surprise to project critics such as Metro Commissioner Maurice Ferre and former mayor Xavier Suarez, who happen to be Hispanic.

page 2

HABDI isn't fooling anyone. Its accusations are a smoke screen contrived to obscure a land deal that stinks.

It began when the U.S. government decided to close most of Homestead Air Force Base and turn it over to Dade County.

Oddly, the county never advertised that the base property was available to private interests. There was no public meeting, no competitive bidding.

Yet, nine days after receiving HABDI's written proposal - a proposal kept secret at HABDI's request - Metro aviation officials offered the group a lease.

Acting against staff recommendations, county commissioners in July 1994 voted to give HABDI first dibs on the air base. Another developer made a pitch but was rejected.

True to form, Dade officials endorsed the HABDI lease without researching the feasibility of putting a big air park in South Dade. Some question whether it can compete with a newly expanded Miami International Airport.

Another question is the risk to taxpayers, if the project flops. The agreement calls for the HABDI partners to invest a minimum of $16 million the first seven years. But most of the development money - an estimated $500 million - would come from other investors, still unnamed.

The county would contribute $10 million worth of roads and improvements. Meanwhile, HABDI would pay no rent on undeveloped property.

County Manager Armando Vidal says he's confident the Homestead deal is solid, and the public's interest will be protected. Commissioners will take a final vote Jan. 11.

Many who live near the base - Anglos, blacks and Hispanics alike - are justifiably suspicious and upset. It's not that they don't want the place developed; they just want to make sure it's done fairly, and with the best chance of success.

They don't want a sneaky political deal shoved down their throats, which is what's happening. ...."

Very recently, Mayor Penelas also took a strong position publicly in favor of the HABDI deal.

Aside from the fact that what looks like a skunk, smells like a skunk, etc. and factoring LBA's history of development with little regard to the environment, if nothing is done to correct this outrageous wrong, our legacy to future generations will be nothing short of an ecological disaster. Please add my small voice to the forum requesting that no shortcuts be taken and that all environmental steps be accomplished.

And a strong message must be delivered to the commissioners to insure that future actions regarding Homestead Air Reserve Base, in fact, all county business, be done in an open and above board manner. Taxpayers and citizens should expect nothing less!

Page 3

Sincerely,

Joseph W. Philipp

Copies to

Governor Jeb Bush
The Capitol
Tallahassee, FL 32399-0001

Honorable Connie Mack
517 Hart Senate Office Building
Washington, D.C. 20510

Honorable Bob Graham
524 Hart Senate Office Building
Washington, D.C. 20510

Honorable Peter Deutsch
204 Cannon House Office Building
Washington, D.C. 20515

Honorable Alberto Gutman
222 Senate Office Building
Tallahassee, FL 32399-1100

Honorable John F. Cosgrove
316 The Capitol
Tallassee, FL 32399-1300

19 Harbour House
Key Largo, FL 33037

001006

February 20,2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Arlington, VA 22209-2802

Dear Air Force,

I am a homeowner in North Key Largo. We chose this area because of the magnificent natural surroundings including the two National Parks that you are threatening to severely damage if you turn the Homestead base over to the Dade County politicians and their Latino developer cronies.

There are no credible reasons for turning the base over to these people. They argue that it is needed for the future growth of air transport in Miami. These are the same people who have not added a single east-west lane of highway near the airport in 15 years and none are planned now. These are the people who approve of $8,000 toilet seats when they are not in court trying to weasel their way out of another scandal.

They argue that it will bring jobs to Homestead and Florida City. So will any of the alternative uses of the base that have been put foward which will not damage the National Parks.

At a time when the people of the United States are about to put their money into an effort to restore the Everglades, the Air Force should not put its head in the sand and allow these people to damage the properties that everyone else is trying to protect.

Yours truly,

Robert E. Anderson

001007

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2-20-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I Have read the attached articles which concern me greatly regarding the consequences of increased air traffic over Turkey Point Nuclear Reactor. Please read and consider this in your final analysis

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MAS ESPACIO****

NAME/NOMBRE: Mary L. Stroh
ADDRESS/DIRECCIÓN: 32 Harbour House
CITY/CIUDAD: Key Largo,
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Fla. 33037

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

Se publicarán sus comentarios en el SEIS FINAL. Favor de no incluir su dirección personal si no desea que esta aparezca en el SEIS FINAL. El hecho de proporcionar esta información es considerado como su consentimiento para publicarla

Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

COMMENTS

02/02/2000 05:12 13054517066 HARLEN & LILLY BROWN PAGE 06

Metro newtimes.com

Talking Turkey Point Blues

The feds want to know: Is a proposed airport too close to Turkey Point?

By Jacob Bernstein

It seems an outlandish scenario: A jetliner crashes into the Turkey Point nuclear plant, a horrific explosion follows, and the residents of South Dade run for cover.

Or maybe it's not so crazy. After protests from local activists — and a *New Times* story ("Place Your Seatbacks in the Upright Position and Prepare for Meltdown," January 29) — the nation's nuclear watchdog agency is demanding answers from the state's largest utility, Florida Power & Light. In an April 14 missive to FPL, the Nuclear Regulatory Commission (NRC) requested the following assessment: Will a proposed airport at the former Homestead air base pose a risk to Turkey Point? The plant, which includes two 693-megawatt nuclear reactors that FPL owns, is located five miles to the southeast.

"The modification of the Homestead air base site to a commercial airport has the potential to increase aircraft hazards," wrote Kahtan Jabbour, a senior project manager in the NRC's Office of Nuclear Reactor Regulation. Jabbour's two-page letter, addressed to Thomas Plunkett, president of FPL's nuclear division, questions whether designers took into account the possibility of a plummeting jet. "It appears that the original design basis for Turkey Point did not consider a commercial airport in close proximity to Units 3 and 4," Jabbour noted.

The NRC gave FPL 60 days to reply. FPL spokeswoman Janice Brady refused to comment on the NRC letter or the company's possible actions. In the past, FPL officials argued that the airport presented no threat.

The air base site has been contentious almost since it was virtually leveled by Hurricane Andrew in 1992. After much discussion the Dade County Commission awarded a development contract in 1996 to a group associated with the influential Latin Builders Association. The group at first proposed a small airport, then expanded that request to include two jumbo-jet-size runways. The proposal also includes housing and an industrial park.

But last December the air force set the plan back by calling for a Supplemental Environmental Impact Statement. The inquiry, which the air force is conducting with the Federal Aviation Administration, will look into several issues. Among them: What will the airport mean for nearby Everglades and Biscayne national parks? What would be the effect on nearby wetlands of airport runoff? And what danger does the airport pose to Turkey Point? Federal regulators are reviewing hundreds of public comments and expect to complete a draft by fall.

http://www.miaminewtimes.com/1998/060498/metro2.html 2/2/00

02/02/2000 05:12 13054517066 HARLEN & LILLY BROWN PAGE 07

Possible safety improvements range from restricting air space to multimillion-dollar fortification of reactors

Environmentalists argue that the reactors' walls, nearly three decades old, are vulnerable if a jet plunges from the sky. Several parts of the plant, including external control panels, nuclear fuel storage buildings, and petroleum tanks, are also at risk, they believe. And the expected population increase resulting from redevelopment would likely require new evacuation plans.

It is too early to discuss required safety improvements at Turkey Point, the NRC's Jabbour says. But anti-nuclear activists believe possibilities range from restricting air space to multimillion-dollar fortification of the reactors. Since Turkey Point began operating in the early 1970s, FPL has spent hundreds of millions of dollars in modifications and upgrades.

The environmentalists hailed the NRC's letter. At the very least, it may help stall the airport, they say. "It's a serious issue, otherwise [the NRC] wouldn't have written the letter," says Friends of the Everglades president Jeanne Lorion, who last year alerted the NRC about the planned airport's proximity to Turkey Point. "It can't just be ignored."

Lorion hopes FPL will try to avoid modifications to the nuclear plant by opposing the airport. Though she spent most of the 1980s dogging the utility about safety problems at the nuclear plant, she now fantasizes that her old nemesis will become an ally. "It would be ironic that after fighting Turkey Point all these years, they might help an environmental cause," she says.

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02/02/2000 05:12 13054517066 HARLEN & LILLY BROWN PAGE 08

Metro newtimes.com

Place Your Seatbacks in the Upright Position and Prepare for Meltdown

The busy new Homestead airport will be just five miles from Turkey Point

By Jacob Bernstein

It's the year 2018 and business is booming in the Homestead area. The two-runway commercial airport at the former air force base is the landing spot of choice for tens of thousands of cargo and passenger flights each year. And the long-awaited ancillary development around the base is proceeding apace. It has indeed become the economic engine South Dade had hoped for.

On this summer day, the southeasterly trade winds are blowing briskly as an aging and fully loaded Boeing 747 cargo jet approaches from the northwest, banks into a wide right turn, and prepares to land. Suddenly a dense flock of gulls, fat and sluggish from feasting on waste at nearby Mount Trashmore, veers into the path of the plane.

Scores of birds are sucked into the two starboard engines, instantly shattering the turbines in a violent explosion. The jet careens wildly as the pilots lose control, hydraulic lines having been ruptured by shrapnel. To their horror, the pilots realize the plane is going down — and is headed straight for the Turkey Point nuclear facility, a scant five miles southeast of the airport. The devastating impact — a direct hit on one of the plant's two reactor containment buildings — can be heard in downtown Miami, nearly 30 miles away.

The Horrors of Atomic Tourism
Has you can take that Chernobyl vacation you've always dreamed of?

The Virtual Nuclear Tourist
An amateur's guide to the world's nuclear power plants

This may appear to be the stuff of fantasy, the plot from a bad disaster movie. But could it be an unlikely but real danger to the residents of South Florida? Don't ask the authorities who should know. Apparently neither Turkey Point's owners (FP&L), county officials, nor federal regulatory agencies are paying much attention to this particular risk — even though the threat to planes from birds is real and documented.

In fact, two weeks ago the Federal Aviation Administration and the U.S. Department of Agriculture asked for permission to kill white ibises around Homestead's air field. "The purpose of the permit is to reduce the significant risk ... to airplane safety and human life by white ibises in flight lanes and on runways," the Florida Game and Fresh Water Fish Commission permit proposal states.

Birds are one thing, but nuclear reactors, it seems, are another. FP&L officials argue that it's simply too early in the planning of the airport to be concerned about its possible threat to Turkey Point. "I don't think anyone can get their arms around what it's going to be yet," says Don Mothena, FP&L's corporate manager for plant services. Mothena, along with Neil Batista, the county's radiological emergency preparedness coordinator, are in the initial

http://www.miaminewtimes.com/1998/012998/metro1.html 2/2/00

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stages of a study updating estimated evacuation times within a ten-mile radius of the plant.

Neither the NRC nor the FAA could provide a list of U.S. airports located within five miles of a nuclear facility

The survey, however, will not include development projections for the airport and the surrounding area as envisioned by base owner Homestead Air Base Developers, Inc. (In addition to airport facilities, HABDI expects to build housing units and an industrial park.) Although HABDI has made no estimate of population growth resulting from base development, the county expects an increase in the Homestead area from 40,000 people in 1994 to 137,000 in the year 2015 — even without the new airport.

Environmentalists invoked HABDI's proposal for two runways, heavy air traffic, and related development in their recent successful effort to force the federal government to conduct a new environmental impact study for the proposed airport. They argued that the scope of the changes would imperil nearby Everglades and Biscayne national parks.

It is the same argument they are now using with regard to Turkey Point. The nuclear plant's proximity, they say, must be factored in to any airport plans, for fear of a crash and because of concerns about evacuation difficulties. "They built Turkey Point to keep it away from everything," notes Jeanne Lorion, president of Friends of the Everglades and a long-time opponent of both Turkey Point and the proposed airport.

Federal silence on the issue compounds environmentalists' worries that governmental authorities won't turn their attention to the potential accident risk until development of the commercial airport is already well under way. "They haven't even brought it up," complains Lorion. "It's not like they are trying to build an airport five miles from a hot dog stand."

This past December Lorion sent a letter on behalf of Friends of the Everglades to the Nuclear Regulatory Commission asking that the agency examine Turkey Point's relationship to the proposed airport. "Reports about an air cargo plane crashing near Miami International Airport, and the rash of military training flight crashes, have heightened our concerns about a commercial airport being established so close to an operating nuclear plant," Lorion wrote. (As of last week the NRC had not responded.)

Any significant change outside the plant that could affect it requires a safety review, according to Tom Essig, an NRC administrator. "It depends on traffic volume," he says. "The licensee [FP&L] must consider any event that would have a probability of one in ten million of causing an accident at the plant." According to HABDI's own optimistic estimates, by the year 2015 more than 200,000 takeoffs and landings will occur annually at the airport.

It's not just a crash into a reactor that worries environmentalists. In addition to the nuclear facility, FP&L also operates two fuel-oil generators at Turkey Point. A plane crash might ignite fuel tanks that could demolish power and instrumentation controls located outside the reactor buildings, according to Paul Gunter, director of the reactor watchdog project at the Nuclear Information and Resource Service in Washington, D.C. "My concern," he says, "is that you would have an external event that could damage the control panels used to shut the plant down."

The NRC has no control over airports, Essig explains; at best, it can recommend that the Federal Aviation Administration impose flight restrictions so planes must avoid the airspace around the nuclear facility. But the FAA has no established criteria pertaining to airports and nuclear power plants, and no specific flight restrictions, says agency spokeswoman Kathleen

http://www.miaminewtimes.com/1998/012998/metro1.html 2/2/00

HARLEN & LILLY BROWN PAGE 18

Bergen. (Neither the NRC nor the FAA could provide a list of U.S. airports located within five miles of a nuclear facility.) The FAA does conduct an adequate study whenever a new structure or landing area is installed at an airport. Bergen adds that an adequate study, separate from the environmental review, would be required if HABOB puts in a second runway. Such a study would take Turkey Point into account.

(In the past, the air force has endorsed an informal policy of avoiding flight density over Turkey Point, even though pilots were not officially required to do so, according to Maj. Bobby D'Angelo, a base spokesman. "It's not a problem," he claims. "It's a big sky.")

FPL officials insist that Turkey Point's two reactor containment buildings are constructed to withstand the impact of an airplane crash. "It would be an one's favorite day," says corporate manager Hutchinson. "But there would be more doubts from the crash than anything else." A June 1994 FPL study concluded that the reactors have "no significant vulnerability to aircraft crashes." But there is no mention of airplanes in the plant's original safety analysis report, which lists the flying objects the reactor containment buildings are designed to withstand. Under the heading "tornado-generated missiles," the heaviest object is a passenger car traveling at a velocity of 50 miles per hour and weighing 4000 pounds.

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001011

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: February 21, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

The Homestead site should not be developed as a commercial airport. The airport, situated between two totally important national parks will produce noise pollution, air pollution, traffic congestion, and developmental sprawl significant enough to destroy the parks, not to mention the rural life of South Dade. Mixed use development plans have been proposed that would create more jobs than an airport, and would also increase south Dade's pull as a tourist destination (more money) without destroying the national parks and a rural agricultural zone

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MAS ESPACIO****

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STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33173

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LAW OFFICES
JUGO & MURPHY
OFFICES AT PINECREST
SUITE 200
7886 S. W. 104TH STREET
MIAMI, FLORIDA 33156

001013

STEVEN G. JUGO
KATHLEEN T. MURPHY

TELEPHONE (305) 661-9995
TELECOPIER (305) 661-6696

February 21, 2000

U S Air Force
Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

Dear Sir/Madam

I am writing this letter to express my deep concern and opposition to the proposed Homestead commercial airport. Aside from the disturbing fact that this was a "no bid" deal, this project would be a large scale commercial airport set in between two national parks and in close proximity to the Florida Keys National Marine Sanctuary. The noise and air pollution as a result will forever alter these areas both in terms of personal enjoyment for the public and the ecosystems residing within

The South Florida area already has several airports to accommodate cargo transport as proposed for the Homestead airport. Miami International Airport has shown a steady decrease in cargo transport in the past few years. Opa Locka Airport wants to increase its cargo carriers.

There is a proposed alternative for the base's redevelopment that includes mixed residential and commercial use which would produce the much-needed jobs without the devastating and irreversible environmental consequences. Perhaps if this had not been a "no-bid" deal, we would have an even greater number of viable alternatives for this property.

Please consider the intent behind the establishment of the national park system to preserve these precious and quickly dwindling areas for the peaceful enjoyment of generations to come.

Very Truly Yours,

KATHLEEN T MURPHY

001014

Written Comment Sheet
Public Hearing for Homestead Draft SEIS

Dear Sir or Madam,

February 5, 2000

I am opposed to allowing the Miami-Dade Aviation Department (MDAD) to develop the former Homestead Air Force Base property into a commercial airport. I have been in the environmental business for seven years. I began my career as a corporate auditor inspecting facilities throughout the United States for environmental compliance. For the last four years I have been employed as a Pollution Control Inspector for Miami-Dade County. In all the years I have been doing this, I have rarely seen an organization more negligent in its duties with regard to environmental health and safety. During the hearings on this issue, I heard MDAD make a statement, which suggested that it had an outstanding environmental program. Nothing could be further from the truth! I have noted contamination and environmental violations at every property that MDAD owns or operates. In short, in my experience as an environmental compliance inspector for Miami-Dade County, MDAD has stood out as a consistent and gross violator of environmental standards. To discover all the environmental violations and pollution at these properties, I suggest to you that it would be a wise decision on your part to spend the time necessary to do a complete environmental investigation of MDAD. I noted that in the SEIS, much information was available about what could happen if everything ran smoothly. However, I noted a glaring oversight in the report. The SEIS never mentioned what could happen if a department such as MDAD with a dismal track record in environmental compliance, was to contaminate the property and continue down the road of poor environmental management as they have at all of their other properties.

Considering the aforementioned items, I do not think it would be prudent to allow MDAD to operate from an area so close to two national parks. These parks are the only ones of their kind in the country and are of far more value to the people of this community and this country as a whole than another contaminated airport. Personally, I would prefer that the land be turned into an environmental preserve. However, if the Air Force feels it must include economic revitalization as part of the equation, then I would prefer that it consider other proposals such as the mixed land use proposal. It's not perfect, but it's the best mix of economic revitalization and environmental protection that has been proposed so far. If the mixed land use were to go forward, however, I would like more information on exactly who the new tenants would be and exactly what types of operations they would be conducting. This would allow the community to examine the tenants possible impact on the environment as well as allow us the opportunity to examine their environmental track record.

I believe that giving the land to Dade County would lead to environmental devastation of the property and the pollution and degradation of the nearby national parks. The parks are currently celebrated for their beauty and serenity, treasures which should be valued. I implore you not to play a hand in their devastation. The Air Force currently is known for running a tight ship environmentally speaking. I feel that giving in to Miami-Dade County would tarnish that image and eventually destroy our parks. I ask you again, please do not give the land to the Miami-Dade Aviation Department. It would be a mistake.

Thank You,
Larry Ventura Jr

001015

Paul E. Czekanski
18588 SW 89th Place
Miami, FL 33157
Home: (305) 378-6793
Work: (305) 523-5422

February 15, 2000

United States Air Force
Homestead SEIS
AFBCA/EX
1700 North Moore Street,
Suite 2300
Arlington, VA 22209-2802

Dear Sir/Madam:

I am writing this letter, as I know many others are doing, to push against the redevelopment of Homestead Air Force Base in Homestead, Florida into a cargo reliever airport. I am instead, advocating the alternate uses for the base site, such as that proposed by the Collier Company, or a seaquarium, or "clean" industries. This area of South Miami-Dade County is unique in its rural/natural setting. We are gravely concerned about the adverse impact a jetport will have not only on the two national parks (Biscayne and Everglades) in the area, but also on the area's rural/suburban/agricultural character.

The issue is about jobs and a reliever facility for Miami International Airport. First of all, the Collier proposal for townhomes as well as other ideas for the site will also produce jobs. These directly related jobs sill spur ancillary businesses in the area also. The bottom line is, these developments will not have such a negative impact on the area and its eco-tourism economic base and natural attractions but will still provide jobs and spur further growth This airport plan promises 38,000+ jobs How can it promise that? Will me and my family have to relocate, as will many others, when our area is turned into some overcrowded, noisy and polluted area?

You also have alternatives, such as Opa-Locka Airport, a facility already accustomed to handling large aircraft, is already in a highly developed area, and is much closer to the center of the South Florida metropolitan area than Homestead, which is out of the way, in a largely rural setting, and on the way only to the Florida Keys. However, Miami-Dade

Paul E. Czekanski
Page 2

County Mayor Penelas and Homestead Mayor Steve Shriver do not want to consider this because they are so locked into Homestead with their cronies with Homestead Air Base Developers, Inc. (HABDI), to whom this contract was awarded without a proper and legal open bidding process.

Please see how this project is **NOT SUPPORTED** by the vast majority of people in this area, as well as areas that will be in the flight paths of these planes, like Cutler Ridge, Palmetto Bay, Pinecrest, as well as the upper Florida Keys. Any plan like this will irreparably harm what makes this area unique and sought after as a eco-tourism destination. Good bye to the beauty of the Everglades, Biscayne Bay, the farms in the Redland, and the other natural attractions here. All for jobs, which can be created in a plethora of other, less environmentally damaging ways.

Please do not award this property to Miami-Dade County. Let's think of the people for once who will have to live with this decision. It is not a county-wide decision, because it will only adversely affect our area as well as the upper Florida Keys, not Hialeah, not Miami, not Miami Beach, not North or West Miami-Dade County. It will damage South Miami-Dade as we know it. Please think of THE PEOPLE, not the lobbyists and politicos who live elsewhere.

Sincerely yours,

Paul E. Czekanski

Paul E. Czekanski & Family
Whispering Pines,
South Miami-Dade County, Florida

001016

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 02/10/2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

We believe that placing ~~the~~ an airport so near the Everglades, with huge jets flying over our homes would be a disaster.
The Everglades and shallows of the Bay and Ocean have deteriorated so much in the 18 years I have lived here. The environment can not stand more hardships that this would cause.
Please reconsider and locate a new location for an airport, etc.

****** CONTINUE ON BACK FOR MORE SPACE ******
******CONTINÚE AL DORSO PARA MÁS ESPACIO******

NAME/NOMBRE: SUZAN FOUST
ADDRESS/DIRECCIÓN: 1014 GIBRALTAR RD
CITY/CIUDAD: KEY LARGO
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33037

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2-10-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I am convinced that the impact upon the already threatened Everglade, Florida Keys ecosystem would be a disaster. Surely, a wiser, less harmful use can be found for the air base. the Everglades and the Florida Keys are precious. take care of them!

****** CONTINUE ON BACK FOR MORE SPACE ******
******CONTINÚE AL DORSO PARA MÁS ESPACIO******

NAME/NOMBRE: Sara J. Harrington
ADDRESS/DIRECCIÓN: 88181 Old Highway E-34
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STATE, ZIP CODE/ESTADO, ZONA POSTAL: Fl 33036

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/10/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

As a resident of Homestead I feel that the airport would be a "FATAL" mistake. Not only for the noise factor, but also the "pollution". the environment of the "Florida Keys" and the Everglades are at stake. Destroying the "Florida Keys" is not worth the jobs you are trying to recreate.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Kaye Kruger
ADDRESS/DIRECCIÓN: 1684 Egret Rd
CITY/CIUDAD: Homestead, FL 33035
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/10/2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I suppose the building of an airport in Homestead secondary to the fact that it will be detrimental to the present environment surrounding Biscayne. It will also become busier, more congestion will occur in the area around it. This is definitely not an appropriate area for an airport

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Carlos Navarro
ADDRESS/DIRECCIÓN: Box 5 Navarro Inc.
CITY/CIUDAD: Key Largo
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Fla. 33037

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/10/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I am opposed to a commercial airport in Homestead. My concerns are noise pollution and other environmental impacts to our area and parks and sanctuaries. I feel other commercial endeavors should be considered to bring employment to the Homestead area

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: DAN STARK
ADDRESS/DIRECCIÓN: P.O. 659
CITY/CIUDAD: Key Largo
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33037

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Written Comment Sheet - Hoja para Comentarios por Escrito
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Thank you for your input
Gracias por su participación

DATE/FECHA: 2-10-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I am against the airport in Homestead, not only for the noise factor. But also the environment will be destroyed, and I think there could be other alternatives for jobs. Who would want to fly to the Keys if all the reefs and fish are none existant?

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Rose Marie Baragona
ADDRESS/DIRECCIÓN: 7-S EXUMA RD.
CITY/CIUDAD: Key Largo FL.
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33037

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Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 10 February 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

NO Homestead Airport because increased noise, pollution. And enormous threat of aircraft flight disasters would be yet more stress to our fragile bird rookeries, vegetation & wetlands ecosystems. Enough!

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE Jane Van Fleet
ADDRESS/DIRECCIÓN PO Box 1751
CITY/CIUDAD Key Largo
STATE, ZIP CODE/ESTADO, ZONA POSTAL FL 33037

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Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX. 703-696-8828

001023

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2-9-2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I do NOT want Airport in Homestead AirBase because of Environmental conditions and the tenacity over the keys. We treasure the reef & our waters. We do NOT need the Airport. Forget it and think —

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE SUE Eldridge
ADDRESS/DIRECCIÓN PO Box 1329
CITY/CIUDAD Key Largo Fl.
STATE, ZIP CODE/ESTADO, ZONA POSTAL 33037

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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001024

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2-9-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I think an airport at Homestead would be detrimental to the environment. More congestion in the keys we do not need! The stretch is already too dangerous and the tourists coming in to Homestead by plane would make this matter worse.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE Judith Ann Vogel
ADDRESS/DIRECCIÓN 544 Ocean Cay
CITY/CIUDAD Key Largo
STATE, ZIP CODE/ESTADO, ZONA POSTAL Florida 33037

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001025

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2-10-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

We are a small community, and cannot take the congestion that this airport will cause, not to mention the killing off of all the wildlife. Our water and birds etc are already stressed. Enough is Enough!

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Victoria Grafstrom
ADDRESS/DIRECCIÓN 652 Q Calusa St.
CITY/CIUDAD Key Largo FL 33037
STATE, ZIP CODE/ESTADO, ZONA POSTAL

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001026

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: Feb. 9, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Florida Bay from Miami to Card Sound ~~[illegible]~~ bridge is already showing signs of distress to the grass beds. Sand dollar frost, missing turtles. It's late to think what more damage would be caused to wildlife in the area due to increased noise, usage, and fuel by-product.
I am on the water 6 days a week fishing and notice normal wear & tear on the area — and believe me, it is already worrysome. Further damage would be ~~[illegible]~~ disastrous.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE Sherry Rosenberg
ADDRESS/DIRECCION 11 Osprey Lane
CITY/CIUDAD Key Largo
STATE, ZIP CODE/ESTADO, ZONA POSTAL FL, 33037

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001027

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2-9-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I have lived here in the upper Keys for 3 years now. As a avid turtle person I have seen a change in the reefs and the environment in general. An airport would be devastating to the area. Why can't people see that. Or do they just choose to close their eyes!!

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE Marie Scott
ADDRESS/DIRECCION 101600 - Overseas Hwy.
CITY/CIUDAD Key Largo FL
STATE, ZIP CODE/ESTADO, ZONA POSTAL 33037

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001028

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/4/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Putting an airport in Homestead would be very bad for the environment. The Keys have had problems already with the waters being polluted, this would only add to these problems. Not to mention what it would do to the Everglades. An airport should be totally out of the question!

**** CONTINUE ON BACK FOR MORE S
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Linda Romero
ADDRESS/DIRECCION 504 Bonito Ave.
CITY/CIUDAD Key Largo
STATE, ZIP CODE/ESTADO, ZONA POSTAL Florida, 33037

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001029

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/4/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

The last thing South Dade and Monroe County needs is another airport. This area is already adequately served by MIA and Fort Lauderdale airports.
The impact of another airport to the area will be extremely detrimental. The Everglades, Florida Bay and the Coral reefs of the Upper Keys are already suffering from environmental damage.
We can no longer look the other way for those who numbers out of these fragile, ecology, sensitive areas are not protected and cared for.
What purpose will an airport in Homestead serve that can possibly offset the damage that will be caused?
This idea must not go forward.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE Barbara M. Harper
ADDRESS/DIRECCION: 913 Redbird Road
CITY/CIUDAD Key Largo, FL 33037
STATE, ZIP CO ZONA POSTAL

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001030

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/14/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I am opposed to a commercial airport in Homestead. Being a Key Resident I enjoy the peace and quiet of "Conch" living. The crowds of jets are not appealing. I also enjoy the wild life "birds" that make their home here.

The tourist that isn't here for the beauty of "The Keys"

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Rhonda DeBoer
ADDRESS/DIRECCIÓN: PO Box 440
CITY/CIUDAD: Islamorada
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33070

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001031

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/14/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I'm opposed to the airport in Homestead. The Keys are a very special place to live and work. We don't need more traffic and noise. Our environment is so fragile to begin with lets protect it for the future.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Joyce Obermann
ADDRESS/DIRECCIÓN: 17 Garden Cove DR
CITY/CIUDAD: Key Largo
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Fl 33037

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001032

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/15/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I really think that our environment is so fragile. Putting another airport will create a nightmare for traffic around the Homestead area. I personally think the traffic coming in and going out is already overcrowded. Not to mention the amount of accidents that occur daily from people driving in a hurry. Imagine what it would be if we were to have an airport in Homestead. People will be in a hurry to get to the airport. Which would cause a dangerous situation. Dropping to Miami is a lot of drugs and we will have to deal with this. For example "Commerce" needs a polluted environment

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Gina Pospisil
ADDRESS/DIRECCIÓN:
CITY/CIUDAD: Key Largo
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL

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001033

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/14/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

NOT IN FAVOR OF THE AIRPORT BECAUSE AIR TRAFFIC WILL BE OVER THE FLORIDA KEYS REEFS AND HOUSES. I FEEL IT WILL BE AN ENVIRONMENTAL DETRIMENT TO THE REEFS AND WILL ALSO LOWER PROPERTY VALUES. I AM A HOMEOWNER IN Key Largo & AN AVID SCUBA DIVER.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: DUE PEARSON
ADDRESS/DIRECCIÓN: 23 H. BLACKWATER LN.
CITY/CIUDAD: KEY LARGO, FLOR.
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL. 33037

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Arlington, VA 22209-2802
FAX: 703-696-8828

10001 SW 200 ST
HOMESTEAD FL 33032

001011

Dear Concerned Air Force Homestead Air Base,

Please NO Commercial Airport at the Base. The Air Force was great. A park would be better. Residential, Historical - Tourist good. But NO heavy COMMERCIAL planes & traffic PLEASE!

Charlotte A Brewer
a VOTING NEIGHBOR

001045

JOHN R. BUCKTHAL
700 S. Fillmore Street, Suite 345
Amarillo, Texas 79101-2443
Phone (806) 372-8935 Fax (806) 371-0462

February 16, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

Dear Sir

The Air Force should not transfer Homestead Air Force Base to Miami-Dade County and Homestead Air Base Development Inc (HABI) It is a bad idea to convert the old Homestead AFB into a Cargo Airport as proposed by HABI An average of 54 high-flying military flights per day currently pass over Biscayne National Park and Everglades National Park The Cargo Airport will have as many as 1000 low-flying flights a day These additional low-flying flights will drop an estimated seven tons of nitrogen per day onto the parklands and water. Nitrogen levels in the waters of Biscayne National Park are already at critical levels.

A mixed-use development plan proposed by Collier Resources Company and Hoover Environmental Group provides for a hotel, golf courses, and an aquarium with marine and ecology research facilities The Hoover-Collier mixed-use plan has much less environmental impact on the National Parks

The proposed Cargo Airport will be the closest major airport to a national park *anywhere in the United States*. Plans with significantly less adverse environmental impact than the Cargo Airport proposal are available Instead of transferring Homestead AFB to Miami-Dade County, Air Force officials should consider and implement one of these alternative plans

Sincerely

John R Buckthal

John R Buckthal

cc Vice President Al Gore
Interior Secretary Bruce Babbitt
Defense Secretary William S Cohen
Secretary of the Air Force F Whitten Peters
Senator Kay Bailey Hutchison
Senator Phil Gramm
Congressman Mac Thornberry

JOSEPH P. MAGUIRE
1350 EAST LAKE LANSING ROAD
EAST LANSING, MICHIGAN 48823
TELEPHONE 517/337-8282

001054

February 1, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

RE: Oppose Commercial Airport at Homestead AFB

Dear SEIS Contact:

I am gravely concerned about the environmental destruction that will most surely be caused by the Air Force's proposed transfer of the Homestead Air Reserve Base in Florida to Miami-Dade County for development of a large commercial airport. We strongly believe that the development of a commercial airport at the Homestead site will cause unacceptable amounts of noise and air pollution to this area.

The alternative proposals for the development of the Homestead base include a mixed commercial and residential plan that would be far more compatible with the adjacent national parks, while still providing an economic boost to the local area. Also, there are alternative sites for additional commercial airport capacity in South Florida!

We urge you to consider alternatives to a commercial airport so we may preserve the unique environmental treasure of the Biscayne and Everglades National Parks.

Thank you for your time and consideration.

Sincerely,

Joseph P. Maguire

JPM:js

cc: Vice-President Al Gore
Interior Secretary Bruce Babbitt
Defense Secretary William S. Cohen
Debbie Stabenow

001059

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: Feb 11, 2,000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

NOISE, POLLUTION, LACK OF INFRASTRUCTURE, JOBS
FOR THIS COMMUNITY MAY BE AN ILLUSION!
THESE ARE THE REASONS I AM
ADAMANTLY AGAINST A COMMERCIAL
AIRPORT WHERE H.A.F.B. WAS LOCATED.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: FRANK PUCCIA
ADDRESS/DIRECCION: 13941 SW 312 ST
CITY/CIUDAD: HOMESTEAD
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL. 33030

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001060

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2-24-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I am strongly opposed to an airport in the former HAFB. I was born in Homestead and have lived my entire life here. I believe that the Collier-Hoover plan would be much better suited to the life style that exists in Homestead and would also be more compatable with the two National parks that are in the area

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Debra I. Binder
ADDRESS/DIRECCION: 16900 S.W. 286 Street
CITY/CIUDAD: Homestead
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Florida 33030

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001064

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Thank you for your input
Gracias por su participación

DATE/FECHA: FEB-17-2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I URGE THE CLINTON/GORE ADMINISTRATION TO PROTECT EVERGLADES AND BISCAYNE NATIONAL PARKS BY NOT CONVEYING THE HOMESTEAD AIR FORCE BASE FOR COMMERCIAL AVIATION OR SPACE PORT USES. SUCH USES WILL CAUSE UNACCEPTABLE, PERMANENT IMPACTS TO TWO OF AMERICA'S TREASURED NATIONAL PARKS AS WELL AS THE FLORIDA KEYS NATIONAL MARINE SANCTUARY.

BESIDES, Mr. PRESIDENT, PLEASE REMEMBER THAT MOST OF OUR POLITICIANS HER ARE VERY CORRUPT AND IT'S SCARY TO DO SOMETHINGS OF THAT MAGNITUDE.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: JOSE L. MUNOZ
ADDRESS/DIRECCIÓN:
CITY/CIUDAD:
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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Arlington, VA 22209-2802
FAX: 703-696-8828

Dr. Mha Atma S. Khalsa
1536 Crest Dr.
Los Angeles, CA 90035

001067

February 22, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street, Suite 2300
Arlington, VA 22209-2802

Dear Sir or Madam:

Thank you for accepting my comments regarding development of the former Homestead airbase As a concerned United States citizen and taxpayer, I strongly oppose the proposal to build a major airport on this property

The former airbase is located in an extremely sensitive environmental position within 2 miles of Biscayne National Park just 10 miles from Everglades National Park and Florida Keys National Marine Sanctuary A major international airport would have devastating environmental impacts. With a projection of one flight leaving almost every minute, the airport and associated development would emit seven tons of toxic pollutants into the air every day Lead, heavy metals, and other hazardous chemicals would wash into Biscayne Bay Airport development will substantially add to the nutrient overload in Biscayne Bay contributing to its further eutrophication The airport would also contribute to the loss of groundwater flow into the Bay

The nearby national parks and marine sanctuary, and especially wildlife, would be heavily impacted by airplane noise and especially the industrial sprawl development that would accompany the airport. Associated sprawl development could result in the loss of the last significant open space area in South Florida with urbanization coming right up to park boundaries.

SEIS methodology for estimating noise pollution is inadequate and biased by FAA methodology. Similarly, the amount of sprawl that a major international airport would promote is grossly underestimated. The stormwater management plan has already been challenged in court and experts have acknowledged its inadequacy to handle large storms.

Any redevelopment of the former Homestead airbase must be fully compatible with protecting and restoring the ecological functions of the South Florida ecosystem, particularly any remaining open space and already protected national parks and marine sanctuaries. Any redevelopment must be fully integrated and compatible with current Everglades restoration plans. A major international hub airport is by all measures completely incompatible with protecting and restoring ecological values in South Florida and the Everglades.

The mixed-use alternative is the most preferable option in the SEIS, and is more acceptable than the commercial airport. The mixed-use alternative would be some combination of commercial, residential and other uses. I urge that this alternative be adopted.

Sincerely,

Dr. Mha Atma S. Khalsa

001068

SURGICAL ASSOCIATES OF SOUTHWEST OHIO, INC. — GENERAL SURGERY

DENNIS A. BLANCHARD, M.D
EDMUND W. JONES, M.D.
JAY F. LOGEMAN, M.D.

10506 MONTGOMERY ROAD
CINCINNATI, OHIO 45242-5294
TELEPHONE (513) 984-4150
(513) 791-1224
FAX (513) 984-2692

February 15, 2000

RE: Homestead Air Base

Dear Honorable SEIS persons:

The Homestead Air Reserve Base in Florida will become an environmental problem if a commercial airport is developed at that site.

The commercial airport would dangerously pollute two neighboring national parks, Biscayne National Park and Everglades National Park, as well as several other protected natural areas in this unique part of the United States.

A commercial airport at the Homestead site will cause unacceptable noise and air pollution. Alternative proposals would be far better when considering the national parks. These proposals would still provide an economic boost to the local community.

I urge you to express our concern to the Airforce, Clinton Administration, and EPA regarding the proper use of the Homestead Base. I am in definite opposition to the proposed commercial airport. I propose a more reasonable development project for Homestead as a balance between economic development and preservation of our environment and the national park system.

Thank you for your interest and time.

Sincerely yours,

Edmund W. Jones, M. D.

001069

February 1, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

Dear SEIS Contact:

I am a member of the Ocean Reef Club, which is located on the northern end of the island of Key Largo in the Florida Keys. All of us at Ocean Reef are gravely concerned about the environmental destruction that will most surely be caused by the Air Force's proposed transfer of the Homestead Air Reserve Base in Florida to Miami-Dade County for development of a large commercial airport. We strongly believe that the development of a commercial airport at the Homestead site will cause unacceptable amounts of noise and air pollution to this area.

The alternative proposals for the development of the Homestead base include a mixed commercial and residential plan that would be far more compatible with the adjacent national parks, while still providing an economic boost to the local area. Also, there appears to be alternative sites for development of additional commercial airport capacity in South Florida.

We urge you to consider the alternatives to the commercial airport option so we may preserve the unique environmental treasure of the Biscayne and Everglades National Parks.

In advance, we thank you for your time and consideration.

Sincerely

We enjoy flats fishing without jets flying overhead. It would ruin the fishing.

001072

51 Blackstone Road R D 2
North Adams, MA 01247
February 23, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

To whom it may concern:

I read recently that a U.S. Air Force draft environmental impact statement has concluded that a proposed airport in Homestead, Florida would have a devestating effect on adjacent Everglades and Biscayne National Park. With one flight almost every minute, the parks would be filled with airplane noise and the airport would emit seven tons of toxic air pollutants every day into the pristine Everglades air.

Please do not allow this new airport to be built

Sincerely,

Judith E Embry

Judith E. Embry

16034 Yarnell Street
Sylmar CA 91342-1010
towhee@moose.mse.com

001078

January 28, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

Subject: Plans to Develop an International Airport

I am taking the time to personally convey to you my opposition to the Air Force's plan to transfer the former Homestead Air Reserve Base to Dade County for Development into a major international airport

Please consider the grave consequences of allowing the Center's plans to progress, and oppose them fiercely in favor of ethical education.

As the Air Force's recently completed Supplemental Environmental Impact Statement and other studies concerning the Homestead project show, this airport would have devastating consequences for adjacent Everglades and Biscayne national parks. The Air Force study also conclude that alternative to the airport, such a developing the site for mixed commercial and residential use, would have significantly fewer harmful consequences.

The Everglades, Biscayne Bay, and the Florida Keys are unique and treasured parts of America's natural history far too important to be sacrificed for an airport.

The Air Force should follow the advice of Interior secretary Babbitt and EPA administrator Browner and the wishes of many, many Americans and abandon this airport development plan.

Thank you for considering my comments.

Respectfully,

Lisa S. Butler

001083

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2-16-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

We support the Dept of the Interior Mixed Use Alternative for Development of the Former Air Force Base property at Homestead.

We support the Dept of the Interior's Mixed Use Alternative for development of the former Air Force Base property at Homestead.

Jeanne & Michael Glassmeyer

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Jeanne & Michael Glassmeyer
ADDRESS/DIRECCIÓN: 1920 L Woodward Rd
CITY/CIUDAD: Fairfield, Ohio 45118
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

Se publicarán sus comentarios en el SEIS FINAL. Favor de no incluir su dirección personal si no desea que esta aparezca en el SEIS FINAL. El hecho de proporcionar esta información es considerado como su consentimiento para publicarla

Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

February 16, 2000

001088

Homestead SEIS
AFBCA/Ex
1700 North Moore Street, Suite 2300
Arlington, VA 22209-2802

Dear SEIS Contact

We are homeowners in the Ocean Reef Community, which is located on the northern end of the island of Key Largo, Florida All of us at Ocean Reef are gravely concerned about the environmental destruction that will most surely be caused by the Air Force's proposed transfer of the Homestead Air Reserve Base in Florida to Miami-Dade County for development of a large commercial airport We strongly believe that the development of a commerical airport will cause unacceptable amounts of noise and air pollution to this area **We are aware that the Department of the Interior has taken a position opposing this plan, and hope you will seriously consider their objections. Millions, perhaps billions, of taxpayer dollars have been committed to buy land, upgrade damage that has been done, preserve this area for future generations. A commercial airport would be in direct opposition to this plan.**

The alternative proposals for the development of the Homestead base include a mixed commercial and residential plan that would be far more compatible with the adjacent national parks, while still providing the economic boost that Homestead needs. Also, there appears to be alternative sites for development of additional airport capacity in South Florida

We urge you to **consider the alternative plans** so that we may preserve the unique environmental treasure of the Biscayne and Everglades National Parks

In advance, we thank you for your time and consideration

Sincerely,

Robert C Morgan
14 Osprey Lane
Key Largo, Florida 33037

Denise C Morgan

c Vice President Al Gore
The White House
1600 Pennsylvania Avenue, NW
Washington, DC 20500

Interior Secretary Bruce Babbitt
1849 C St, NW
Washington, DC 20240

Defense Secretary Wm S Cohen
1000 Defense Pentagon
Washington, DC 20301

Secretary of Air Force F Whitten Peters
1670 Air Force Pentagon
Washington, DC 20330

001091

Date: 2-18-00

To: Homestead SEIS
AFBCA/EX
1700 N. Moore Street
Suite 2300
Arlington, VA 22209-2802

FAX: (703) 696-8828

From:

Name: Roger + Barbara Houle

Address: 2507 S E 19 PL

City/State/Zip: Homestead Fla 33035

I am writing this letter to tell you that I support the Collier/Hoover mixed use development plan for Homestead Air Force Base. The Collier/Hoover mixed use alternative development offers a partnership between the environment and the economy. Through creation of a visitor attraction, educational facility and business center, the project will bring jobs and dollars to South Dade without harming the national parks. Please support this proposal.

Sincerely, Barbara J Houle

the planes would go over our Condo at the rate of one every 5 minutes —

Maurice F. Granville
30 Sunset Cay Road
Key Largo, Florida 33037-3726

001122

28 February 2000

Homestead SEIS
AFBCA/EX, Suite 2300
1700 North Moore Street
Arlington, VA 22209-2802

Dear SEIS Contact:

I am a homeowner in the Ocean Reef Community, which is located on the northern end of the island of Key Largo in the Florida Keys. All of us at Ocean Reef are gravely concerned about the environmental destruction that will most surely be caused by the Air Force's proposed transfer of the Homestead Air Reserve Base in Florida to Miami-Date County for development of a commercial airport at the Homestead site will cause unacceptable amounts of noise and air pollution to this area.

If allowed, the industrial airport would be the closest major airport to a national park anywhere in the United States. It would sit on the edge of the Florida Keys and a mile and a half from Biscayne National park and eight and a half miles from Everglades National park. Of course, you can easily imagine the noise these huge jets will make when they fly over our homes.

Interior Secretary Bruce Babbitt recently stated the location of the airport would degrade both national parks. U.S. Environmental Protection Agency head, Carol Browner, said she does not believe a commercial airport belongs between any national parks. The New York Times and the Miami Herald editorial boards both oppose the proposed airport.

The alternative proposals for the development of the Homestead base include a mixed commercial and residential plan that would be far more compatible with the adjacent national parks, while still providing an economic boost to the local area. Also there appears to be alternative sites for development of additional commercial airport capacity in South Florida.

Homestead SEIS
28 February 2000
Page 2

We urge you to consider the alternatives to the commercial airport option so we may preserve the unique environmental treasure of the Biscayne and Everglades National Parks.

In advance, we thank you for your time and consideration.

Sincerely,

Maurice F. Granville

cc: Vice President Al Gore
Interior Secretary Bruce Babbitt
Defense Secretary William S. Cohen

001129

OCEAN REEF CLUB

20 Perky Road
Ocean Reef Club
Key Largo, Florida 33037-3745

February 26, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

Subject: Homestead Air Reserve Base

Dear Sirs:

I do not envy the Air Force. It is widely rumored in the press that you are going to hand over Homestead Air Reserve Base to commercial airport promoters in return for political favors promised by Miami-Dade Mayor Alex Penelas.

I do not envy Vice-President Al Gore. He has conspicuously failed so far to answer reporters' questions candidly or to come out against the commercial airport when the issue was raised by environmental activists and local businessmen. His inactivity is fanning the rumors that he has made a secret "deal" with Penelas.

What the Air Force and the Vice-President ignore is the violent reaction, if the rumors prove to be true. Whatever the merits of the commercial airport may be, it is important that you take positions for or against this project and make a clean breast, for better or worse, of the rumored promises to Penelas long before they could become a major issue in the national election.

Both the Air Force and the Vice-President will be hearing from the press more often from now on on this issue. You will also have to confront almost immediately the environmental activists and local businessmen at every public meeting. They, and the national press and TV networks, now sense the "deal" (if there was one) to award the Base without advance notice or public bidding constitutes a very big story in an election year.

Yours sincerely,

Daniel E. Webster

Daniel E. Webster

C: Vice-President Al Gore
Interior Secretary Bruce Babbitt
Defense Secretary William S. Cohen
Secretary of the Air Force F. Whitten Peters

31 Ocean Reef Drive C 300
Key Largo Florida 33037 Phone 305-367 2011

001130

150 SE 25th Rd 3-D Miami FL 33129

POST CARD

Please tell "No" to the use of your land as a commercial airport in Homestead, Fl. The citizens of S. Fl. support a plan protecting our wildlife, our existing national parks, our special beaches. Favor not special interest pocketbooks already fat enough.

TO:
U.S. Air Force
Homestead SEIS
AFBCA/EX
1700 N. Moore St. Suite 2300
Arlington, VA. 22209-2802

Looking for a lifetime companion? ADOPT A SHELTER PET — TODAY!

001165

THOMAS C. WELLER, JR.
0585 WOODRAVEN ROAD, N.W.
ATLANTA, GEORGIA 30305

March 1, 2000

Homestead SEIS, AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

Ladies & Gentlemen:

As a member of the Ocean Reef Club, I must strongly protest Homestead Airbase being converted into a commercial airport There is overwhelming evidence that such a conversion would be extraordinarily detrimental to the surrounding environment, which includes not one but two National Parks, and the delicate ecosystems of the Florida Keys.

There is an unfortunate attitude that seems to be pervasive in this country that commercial and industrial development is good for the Nation and is considered progress in the right direction. In many cases, such as this, that attitude proves to be quite the contrary A more prudent and positive approach would be to better utilize the facilities already in place, such as improving the efficiencies of the Miami and Fort Lauderdale Airports. With studied and thoughtful planning by the FAA and community agencies, these airports could undoubtedly handle the required increase in air traffic without encroaching on any more of our precious environmental resources

Please vote with your conscience against the conversion of Homestead Airbase to a commercial airport.

Sincerely,

TCW/cmd

001178

Fred Tod, Jr.
98 Fairway Drive
Youngstown, Ohio 44505

March 03, 2000

Homestead SEIS, AFBCA/EX
1700 North Moore St, Suite 2300
Arlington, VA 22209-2802

Dear Sirs,

My wife and I are residents of Youngstown Ohio, but winter home-owners at Ocean Reef on Key Largo, Florida. We are gravely concerned about the possibility of the Air Force proposed transfer of the Homestead Air Base for development of a large commercial airport, with its attending noise, pollution of air and water.

There are very feasible alternative plans which include a mix of commercial and residential development which would not harm the Everglades or Biscayne National Parks, both very near and very vulnerable. This alternative option is approved by the Department of the Interior.

We urge you to oppose this destructive development plan and to express your concern to the Air Force and to the Clinton Administration.

Thank you for your aconsideration of this mportant issue. Time is of the essence since the Air Force will be deciding on this soon after March 7th.

Very sincerely,

Fred Tod, Jr.

001197

TO US Air Force/Homestead SEIS
FROM Meredith A. Cline
DATE February 27, 2000

The following letter to the editor expresses my sentiments towards the proposed uses of the Homestead Air Force Base. I am wholeheartedly in favor of the Collier-Hoover Alternative.

Subj Letter to the Editor
Date: February 27, 2000
To: jharder@keysreporter.com (The Reporter in Tavernier, Florida)

I quote from Darrelyn Dixon's Letter-to-the-Editor in the February 24th issue of The Reporter. "Planes already cross our skies daily, all far too high to be noticed. Any air traffic in or out of Homestead would be no more disturbing to ears or environment than the military and private aircraft that already cruise our airspace. Any degration that could happen to Biscayne Bay is already occurring due to traffic from Miami International."

Darrelyn, I'm extending an invitation for you to visit the subdivision called Ocean Isle Estates at approximately Mile Marker 106.5 and stay until you see and hear a non-military or private aircraft in the skies directly above Key Largo, John Pennekamp Coral Reef State Park and the National Marine Sanctuary. Don't pack. It will be a short stay.

Oh, and for the record, I am in favor of both an environmental and economically-compatible alternative which I believe will provide jobs befitting the skills and experience of South Dade employees across the board.

You are a prolific writer with many persuasive arguments. I would love to see you put your wealth of knowledge and experience towards improving the wages and benefits locally in the Upper Keys of Monroe County.

In addition, I was delighted to read that representatives from mainland Monroe County attended the Sierra Club rally on February 20th by Biscayne Bay. This was frustratingly not the case during the February 1st Air Force forum held in the Homestead High School Auditorium. Besides a strong Ocean Reef contigent, only a handful of Monroe County residents attended. I was particularly dismayed to find no Islamorada representative who had already gone on record with a stand, my State Representative in absentia and although, politically-prudent, my State Senator failed to mention that he represents Monroe County to the south.

MONROE! MONroe! monroe! It's a sad scenario when only one or two voices are heard in support of their home.

Please mail or fax your opinion by March 7th to
U.S. Air Force
AFBCA/EX
1700 N. Moore Street, Suite 2300
Arlington, VA 22209-2802
Fax: 703-696-8828

Mac Cline
Ocean Isle Estates

Sincerely,
Meredith Ann Cline 3/5/00
Meredith Ann Cline
33 South Exuma Road
Key Largo, Fl 33037-6006
H: 305-451-3664

001205

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 3/1/2000

PLEASE PRINT/EAVOR DE ESCRIBIR CLARAMENTE

Do not allow a Homestead Airport!
It is unthinkable to allow such a threat to Biscayne + Everglades National Parks!
Homestead citizens were polled and are against the airport as well as Miami residents.
Please endorse the Collier-Hoover plan.
It will create thousands of jobs without ruining Homestead's tranquility and the beautiful National Parks.

**** CONTINUE ON BACK FOR MORE SPACE ****
**** CONTINUE AL DORSO PARA MÁS ESPACIO ****

NAME/NOMBRE: Paul Levitan (PAUL LEVITAN)
ADDRESS/DIRECCIÓN: 14441 S.W. 94th Avenue
CITY/CIUDAD: Miami
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Florida 33176

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

Se publicarán sus comentarios en el SEIS FINAL. Favor de no incluir su dirección personal si no desea que esta aparezca en el SEIS FINAL. El hecho de proporcionar esta información es considerado como su consentimiento para publicarla

Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

March 5, 2000

001206

To Whom It May Concern:

As a resident of Miami Dade county, I am opposed to the plan to build an airport next to Homestead Biscayne National Park. I approve of the Collier-Hoover plan.

Sincerely,

Renee B Klost
RENEE B KLOST
6641 SW 112 Place
Miami FL 33173
(305) 279-0829
kats.klost@aol.com

001207

TO WHOM IT MAY CONCERN:

I AM ABSOLUTELY OPPOSED TO THE HOMESTEAD COMMERCIAL AIRPORT PLAN. IT WOULD BE DETRIMENTAL TO THE LOCAL NATIONAL PARK AREAS AND IN PARTICULAR THE BISCAYNE NATIONAL PARK.

THE COLLIER/HOOVER PLAN IS FAR PREFERABLE.

Dennis R. Klost
DENNIS R. KLOST
6641 SW 112 PL
MIAMI, FL 33173
305-279-0829

001218

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2-26-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

PLEASE DO NOT APPROVE A COMMERCIAL AIRPORT FOR HOMESTEAD. OUR FAMILY ENJOY EVERGLADES NATIONAL PARK + BISCAYNE NATIONAL PARK. JUST RECENTLY WE HAVE SEEN THE RETURN OF ROSEATE SPOONBILLS + SOUTHERN BALD EAGLES — HELP US HELP THE ENVIRONMENT VOTE FOR THE COLLIER / HOOVER PLAN !!

THANK YOU!

Caroline Krenik

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MAS ESPACIO****

NAME/NOMBRE: Caroline Krenik
ADDRESS/DIRECCION: 20790 SW 296 st
CITY/CIUDAD: HOMESTEAD FL 33030
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX 703-696-8828

001221

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2-25-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Please don't destroy our Parks and Community !

John Krenik

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: John Krenik
ADDRESS/DIRECCION: 14605 SW 232 ST
CITY/CIUDAD: Goulds Flg
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33170

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

001222

Date: 2-26-00

To: Homestead SEIS
AFBCA/EX
1700 N. Moore Street
Suite 2300
Arlington, VA 22209-2802

FAX: (703) 696-8828

From:

Name: Caroline + Tom Krenik

Address: 20790 SW296 St.

City/State/Zip: Hmstd. FL. 33030

I am writing this letter to tell you that I support the Collier/Hoover mixed use development plan for Homestead Air Force Base. The Collier/Hoover mixed use alternative development offers a partnership between the environment and the economy. Through creation of a visitor attraction, educational facility and business center, the project will bring jobs and dollars to South Dade without harming the national parks. Please support this proposal.

Sincerely, Carolin + Tom Krenik

P.S. We are raising our 2nd generation Dade County native children in the Redlands west of Homestead, please don't subject us to the noise + air pollution from an airport. Thank you!

Redevelopment Plan for Homestead Air Force Base
Written Comment Sheet – Homestead Draft SEIS

001226

Thank You for your Input
Gracias por su participación

Date/Fecha: 2-27-2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I support the Hoover/Collier mixed use plan for Homestead Air Force Base. We do not need another air port

Teresa H. Marsh

Continue on back for more space
Continúe al dorso para más espacio

NAME/NOMBRE: TERESA H. Marsh
ADDRESS/DIRECCIÓN: 9821 SW 190 ST
CITY/CIUDAD: Miami FL 33157
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FLA. 33157

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Providing this information will be considered consent to publish it.

Se publicarán sus comentarios en el SEIS Final. Favor de no incluir su dirección personal si no desea que aparezca en el SEIS Final. El hecho de proporcionar esta información es considerado como su consentimiento para publicarla.

Please hand this form in or MAIL BEFORE MARCH 7TH, 2000 TO:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES DE MARZO 7, 2000 A:

Homestead SEIS
AFBCA/EX
1700 N. Moore Street, Suite 2300
Arlington, VA 22209-2802
FAX (703) 696-8828

FROM : Repplier & Maine FAX NO. : 207 594 2908 Feb. 24 2000 03:03PM P1

Banning and Libby Repplier
13 Harbor Lane
Key Largo FL 33037

001248

Mail address: 24 Dockside Lane PMB 15
Key Largo FL 33037

February 23, 2000

TO: Homestead SEIS, afbca/EX

FAX: 703-696-8828

As residents of Key Largo, Florida, we are writing to voice our strong opposition to plans for developing a commercial and/or cargo airport at the former Homestead Air Force base.

We are appalled at the consideration of a use of this kind which would have such a critically negative impact on the Everglades and Biscayne National Parks, which in time will result in water pollution and assure the death of the reef systems and grass beds.

There are other proposals which we urge you to consider, such as the Hoover-Collier Plan which is entirely in keeping with this environmental treasure and which will produce almost as many, if not more than, the same number of jobs for the Homestead area.

People informed about this issue, including members of the Sierra Club, feel so strongly about this crucially important decision that they will fight such an environmentally destructive plan in the courts, which will tie up the HARDI cargo airport plan for years.

With the above-mentioned alternative and perhaps other alternative plans there will be nothing to litigate and therefore the jobs will be available much sooner to people in the area.

We urge you to be fully informed on this issue and save our Florida national parks from extinction.

Sincerely yours,

Banning Repplier
Elizabeth M. Repplier

001249

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: _____

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

PLEASE DO NOT ALLOW THIS AIRPORT to RUIN OUR PEACEFUL ENVIRONMENT AND the health of the EVERGLADES AND FLORIDA BAY.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Billy Meadows

ADDRESS/DIRECCIÓN: _____

CITY/CIUDAD: _____

STATE, ZIP CODE/ESTADO, ZONA POSTAL: KEY LARGO, FL 33037

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

Se publicarán sus comentarios en el SEIS FINAL. Favor de no incluir su dirección personal si no desea que esta aparezca en el SEIS FINAL. El hecho de proporcionar esta información se considerado como su consentimiento para publicarla

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Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

001252

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/25/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I object to Homestead Air Base becoming a commercial Airport for these reasons:
1) non-competitive bidding
2) noise + pollution around two national parks
3) proximity of Turkey Point Nuclear Power Plant
4) a viable alternative plan that would provide jobs sooner - be environmentally safer - it would not clog roads + airways -

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Elizabeth Jayne Shudder

ADDRESS/DIRECCIÓN: _____

CITY/CIUDAD: _____

STATE, ZIP CODE/ESTADO, ZONA POSTAL: _____

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

001254

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 02/1/2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

It absolutely does not make any sense to build a commercial airport next to the beautiful national parks. By all means, stop the airport!
S.E.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Solange Hatta

ADDRESS/DIRECCIÓN: 3109 Grand #306

CITY/CIUDAD: Coconut Grove

STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33133

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

Se publicarán sus comentarios en el SEIS FINAL. Favor de no incluir su dirección personal si no desea que esta aparezca en el SEIS FINAL. El hecho de proporcionar esta información se considerado como su consentimiento para publicarla

Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

001261

Please add to the Homestead SEIS

1 of 6 Nature Conservancy Study

Florida Keys Ecosystem

Priority 3

Monroe County

Purpose for State Acquisition
The unique pine rocklands and hardwood hammocks of the Florida Keys, forests of West Indian plants that shelter several extremely rare animals, are being lost to the rapid development of these islands. The Florida Keys Ecosystem project will protect all the significant unprotected hardwood hammocks left in the Keys and many rare plants and animals, including the Lower Keys marsh rabbit and Key deer. It will also help protect the Outstanding Florida Waters of the Keys, the recreational and commercial fisheries, and the reefs around the islands, and also give residents and visitors more areas for enjoying the natural beauty of the Keys.

Managers
Florida Game and Fresh Water Fish Commission (13 sites); Division of Recreation and Parks, Florida Department of Environmental Protection (13 sites).

General Description
This project includes most of the remaining unprotected rockland hammocks (tropical hardwood hammocks) in the Lower Keys from South Key Largo to Sugarloaf Key. It is important to many rare plants and animals and consists of 17 sites in the Upper and Middle Keys encompassing the remaining fragments of unprotected tropical hardwood hammock greater than 12.5 acres. The project includes habitat for migratory birds and virtually all remaining Lower Keys marsh rabbits, Key deer, and the state-threatened white-crowned pigeon. In all, it provides habitat for at least 24 species of rare vascular plants and 29 rare animals. Many archaeological and historical sites are recorded from the area. All the project sites are threatened by intense development in the Keys.

Public Use
The tracts will become botanical sites, parks, and wildlife and environmental areas. Some will offer camping, swimming, hiking, and boating, while others will be suitable only for nature appreciation.

Acquisition Planning and Status
Hammocks of the Lower Keys and Tropical Flyways were combined to form Florida Keys Ecosystem in 1995.
Hammocks of the Lower Keys: No phasing is recommended; however, some sites are extremely vulnerable to immediate development: Cudjoe Key—Kephart tract; Big Torch Key—Outward Bound/Stelmok tract (acquired); Summerland Key—the area around the pond; and Little Torch Key—Torch Key Estates Subdivision (acquired). Estimated acreage for each site are: Cudjoe Key, 38 acres; Big Torch Key, 450 acres; Little Torch Key, 217 acres; Summerland Key, 20 acres; Sugarloaf Key, 2711 acres; Little Knockemdown

FNAI Elements	
PINE ROCKLAND	G1/S1
Garber's spurge	G1/S1
Sand flax	G1G2/S1S2
COASTAL ROCKLAND LAKE	G2/S1
Prickly-apple	G2G3T2/S2
Porter's broom spurge	G2T2/S2
Key deer	G5T1/S1
Key ringneck snake	G5T1/S1
56 elements known from project	

Placed on list	1992
Project Area (Acres)	7,811
Acres Acquired	918
at a Cost of	$30,063,478
Acres Remaining	6,893
with Estimated (Tax Assessed) Value of	$38,908,872

78

2 of 6 This is a list of flora / fauna found at Torchwood Hammock Preserve

BIRDS

**Seasonal observations by Marge Brown

ed-billed grebe
own Pelican
ouble-crested cormorant
agnificent frigatebird
eat blue heron
eat Egret
nowy Egret
eddish egret
eddish Egret(white form)
attle egret
ri-colored Egret
ittle blue heron
reen-backed Heron
ellow-crowned night heron
lossy ibis
hite ibis
oseate spoonbill
lue-winged teal
urkey Vulture
harp-shinned hawk
ed-shouldered hawk
road-winged hawk
wainson's hawk
arsh hawk
sprey
eregrine falcon
erlin
merican Kestrel
angrove cuckoo
ommon highthawk
huck-will's widow
uby-throated hummingbird
elted Kingfisher
ed-bellied Woodpecker
ray kingbird
ree swallow
arn swallow
orthern mockingbird
ray catbird
rown Thrasher
lue-gray gnatcatcher
tarling
lapper rail
ommon gallinule
merican coot
emipalmated plover
ilson's plover
illdeer
lack-bellied plover
uddy turnstone
illet
reater yellowlegs
esser yellowlegs
east Sandpiper
unlin
owitcher
emipalmated sandpiper
estern sandpiper
lack-necked still
merican avocet
erring gull
ing-billed gull
aughing gull
orster's tern
ommon tern
oyal tern
lack skimmer
hite-crowned pigeon
ock dove
ourning dove
round dove
urasian collared dove
hite-eyed vireo
lack-whiskered vireo
ed-eyed vireo
lack and white warbler
orthern parula warbler
ellow warbler
agnolia warbler
ape May warbler
lack-throated blue warbler
ellow-rumped warbler
lack-throated green warbler
ellow-throated warbler
rairie Warbler
alm Warbler
venbird
orthern waterthrush
ommon yellowthroat
merican Redstart
ed-winged blackbird
orthern oriole
ommon grackle
ardinal
ndigo bunting
merican goldfinch

MANY OF THESE ARE ENDANGERED
THERE ARE 5 FISH, ANIMALS, BIRDS + MAMMAL ALSO IN FLIGHT PATH OF PROPOSED AIRPORT.

3 of 6

APPENDIX B. Torchwood Preserve Species List

UPLAND TREES
(Compiled from Charles Hilsenbeck, Arthur Weiner, and Robert Ehng)

Scientific Name	Common Name	Family
Amyris elemifera	Torchwood	Rutaceae
Ardisia escallonioides	Marlberry	Myrsinaceae
Avicennia germinans	Black Mangrove	Avicenniaceae
Ateramnus lucidus	Crabwood	Euphorbiaceae
Baccharis halimifolia	Groundsel	Asteraceae
Bourrena ovata	Bahama Strongbark	Boraginaceae
Bourrena radula	Rough Strongbark	Boraginaceae
Bumelia celastrina	Saffron Plum	Sapotaceae
Bumelia salicifolia	Willow Bustic	Sapotaceae
Bursera simaruba	Gumbo Limbo	Burseraceae
Byrsonima lucida	Locustberry	Malpighiaceae
Calyptranthes pallens	Spicewood	Myrtaceae
Capparis cynophallophora	Jamaica Caper	Capparaceae
Capparis flexuosa	Limber Caper	Capparaceae
Casasia clusiifolia	7 Year Apple	Rubiaceae
*Casuarina cuninghamii	Australian Pine	Casuarinaceae
*Casuarina equisetifolia	Australian Pine	Casuarinaceae
Coccoloba diversifolia	Pigeon Plum	Polygonaceae
Coccoloba uvifera	Seagrape	Polygonaceae
Conocarpus erecta	Buttonwood	Combretaceae
Crossopetalum rhacoma	Rhacoma	Celastraceae
Dodonea viscosa	Varnish-leaf	Sapindaceae
Drypetes diversifolia	Milkbark	Euphorbiaceae
Erithalis fruticosa	Black Torch	Rubiaceae
Eugenia axillans	White Stopper	Myrtaceae
Eugenia foetida	Spanish Stopper	Myrtaceae
Exothea paniculata	Inkwood	Sapindaceae
Ficus aurea	Strangler Fig	Moraceae
Ficus citrifolia	Shortleaf Fig	Moraceae
Forestiera segregata	Privet	Oleaceae
Guapira discolor	Blolly	Nyctaginaceae
Gymnda latifolia	False Boxwood	Celastraceae
Hippomane mancinella	Manchineel	Euphorbiaceae
Jacquinia keyensis	Joewood	Theophrastaceae
Krugiodendron ferreum	Black Ironwood	Rhamnaceae
Laguncularia racemosa	White Mangrove	Combretaceae
Lantana involucrata	Lantana/Wild Sage	Verbenaceae
Leucaena leucocephala	Jumbie Bean/Leadtree	Fabaceae
Manilkara bahamensis	Wild Dilly	Sapotaceae
Maytenus phyllanthoides	Mayten	Celastraceae
Metopium toxiferum	Poisonwood	Anacardiaceae
Myrica cerifera	Wax Myrtle	Myricaceae
Myrsine floridana	Myrsine	Myrsinaceae
Piscidia piscipula	Jamaica Dogwood	Fabaceae

UPLAND TREES (continued)

4 of 6

Scientific Name	Common Name	Family
Pithecellobium guadalupense	Blackbead	Fabacase
Psidium longipes	Long-Stalked Stopper	Myrtacase
Randia aculeata	Randia/Indigo Berry	Rubiacase
Reynosia septentrionalis	Darling Plum	Rhamnacase
Rhizophora mangle	Red Mangrove	Rhizophoracase
*Schinus terebinthifolius	Brazilian Pepper	Anacardiacase
*Sebia bahamensis	Maiden Bush	Euphorbiacase
*Sophora tomentosa	Necklace Pod	Fabacase
*Suriana maritima	Bay Cedar	Surianacase
*Thespesia populnea	Cork Tree	Malvacase
*Ximenia americana	Hogplum	Olecacase

SHRUBS AND HERBS

[illegible]atunis maritima		Scrophulariacase
[illegible]er tenuifolius var. aphyllus	Aster	Asteracase
[illegible]ens alba var radiata	Spanish Needles	Asteracase
[illegible]mchia arborescens	Sea Oxeye	Asteracase
[illegible]mchia cubana	Sea Oxeya/Sea Daisy hybrid	Asteracase
[illegible]mchia frutescens	Sea Daisy	Asteracase
Capraria biflora		Scrophulariacase
Cassia chapmanii	Bahama Senna	Fabacase
Chamaesyce porteriana	A Spurge	Euphorbiacase
[illegible] var. scoparia		
[illegible]hiococca alba	Snowberry	Rubiacase
[illegible]nodea littoralis	Golden Creeper	Rubiacase
[illegible]stoma exaltatum	Seaside Gentian	Gentianacase
[illegible]verla lineans	Yellowtop	Asteracase
[illegible]ossypium hirsutum	Wild Cotton	Malvacase
[illegible]mionium carolinianum	Sea Lavender	Plumgaginacase
[illegible]cum carolinianum	Christmas Berry	Solanacase
[illegible]connda royoc	Yellowroot/Cheese Plant	Rubiacase
[illegible]hidoxerus vermiculans	Beach Carpet	Amaranthacase
Sesuvium portulacastrum	Sea Purslane	Aizoacase
Solanum bahamense	Bahama Nightshade	Solanacase
Solanum erianthum	Potato Tree	Solanacase

5 of 6

MAMMALS

Scientific Name	Common Name
Odocoileus virginianus clavium	Key Deer
Procyon lotor auspicatus	Raccoon

INVERTEBRATES

Scientific Name	Common Name
Apis mellifera	Honey Bee
Batillaria minima	Black Horn Shell
Cerion sp.	White Salt Marsh Snail
Cerithidea spp.	Horn Shells
Gasterocantha cancriformis	Crab Spider
Melampus coffeus	Coffee Bean Snail
Nephila clavipes	Golden Orb Weaver
Ligia baudiniana	Sea Roach
Precis lavinia zonalis	Tropical Buckeye Butterfly
Uca sp.	Fiddler Crab

REPTILES

Anolis carolinensis	Green Anole
Anolis sagrei stejnegeri	Key West Anole
Cnemidophorous sexlineatus sexlineatus	Six-lined Racerunner
Coluber constrictor priapus	Southern Black Racer
Hemidactylus garnoti	Indo-Pacific Gecko
Sphaerodactylus notatus notatus	Floirda Reef Gecko

*Non-native; to be removed

6 of 6

CACTUS & SUCCULENTS

Scientific Name	Common Name	Family
Agave decipiens	Century Plant	Agavacase
Batis maritima	Saltwort	Batacase
Opuntia spinosissima	Semaphore Cactus	Cactacase
Opuntia stricta	Prickly Pear	Cactacase
Salicornia bigelovii	Annual Glasswort	Chenopodiacase
Salicornia virginica	Woody Glasswort	Chenopodiacase
Suaeda linearis	Sea Blite	Chenopodiacase

VINES

Cynanchum blodgettii		Asclepeadenase
Passiflora suberosa	Corky-Stemmed Passion Flower	Passifloracase
Sarcostemma clausum	Milkweed Vine	Asclepeadenase
Urechites lutea	Wild Alamanda	Apocynacase

PINES, PALMS AND PALMETTOS

Cocothrinax argentata	Silver Palm	Palmae
Sabal palmetto	Cabbage Palmetto	Palmae
Thrinax morrisii	Brittle Thatch Palm	Palmae
Thrinax radiata	Florida Thatch Palm	Palmae

EPIPHYTES

Tillandsia utriculata	Giant Wild Pine	Bromeliacase
Tillandsia flexuosa	Banded Wild Pine	Bromeliacase
Tillandsia circinata	Wild Pine	Bromeliacase

GRAMINOIDS

Andropogon glomeratus	Broom-sedge	Poacase
Cenchrus incertus	Sandspur	Poacase
Distichlis spicata	Saltgrass	Poacase
Eustachys petrea	Finger Grass	Poacase
Fimbristylis castanea	Fringe Rush	Cyperacase
Fimbristylis spathacea	Hurricane Grass	Cyperacase
Monanthochloe littoralis	Key Grass	Poacase
Setaria macrospermum	Foxtail Grass	Poacase
Spartina spartinea	Cordgrass	Poacase
Sporobolus virginicus	Dropseed	Poacase
Paspalum setaceum		Poacase
Paspalum blodgettii		Poacase

001263

IN PERIL - Biscayne National Park

The Federal government in 1968 authorized the creation of the Biscayne National Monument in response to a grass-roots effort to save fragile and beautiful south Biscayne Bay and its barrier islands from certain destruction by an oil refinery and petro chemical complex planned for the shore of that shallow marine nursery grounds south of Miami, Florida.

Opposition to the refinery was organized by the Mangrove Chapter of the Izaak Walton League with an assist from local Audubon. The IWLA national office working with Secretary of the Interior Stewart Udall became the primary contributor to the successful creation of the Monument.

Later the Monument designation was changed to park and Biscayne National Park, which provides great marine resources and millions of hours of fabulous water-based recreation for visitors from around the nation and around the world, became the most fragile and now most threatened in our National Park System.

The former Homestead Air Force Base, which lies between Everglades National Park eight miles to the west and Biscayne National Park only one and one-half miles to the east of the runway, was destroyed by Hurricane Andrew in 1992 and is now proposed by Miami-Dade County to be converted to a large commercial airport.

The proposed airport in its initial one-runway phase would put an aircraft over the Biscayne National Park every 90 seconds between 7:00 a.m. and 10:00 p.m. every day of the year. A projected total of 230,000 flights per year approaching Everglades National Park and departing over Biscayne National Park at a take-off altitude of 1000 to 1500 feet. The constant roar over the Park during daylight hours will destroy the quiet serene recreation for which it is renowned.

The almost constant fine rain of unburned jet fuel would quickly coat the sensitive vegetation and foul the shallow warm bay with its weak tidal exchange. Marine life will be destroyed.

The claim by the County that a reliever airport is needed is bogus. They made the same claim 30 years ago and started a jetport 40 miles west in the heart of the Everglades. Environmentalists killed the project and in the ensuing years Miami International has grown and prospered. A great expansion is underway and another runway being added. Even aviation officials admit the present airport is adequate until 2050 and beyond. Does that sound like a valid reason to harm Everglades National Park and destroy Biscayne National Park?

This controversy isn't about needing another airport; it is about finding a way out of a political dilemma.

The present federal administration and local politicians have together received millions of dollars of campaign contributions from local building and development interests, many of whom will benefit from the construction of a commercial airport. There is already underway an expansion for cargo aircraft at Opa-Locka airport on the northern fringe of Miami.

An Environmental Impact Statement on the effects of the commercial airport has been prepared principally by the Air Force and the FAA. In the opinion of the Mangrove Chapter and the State Division of the IWLA, the report is totally biased toward an airport and deliberately distorts and omits the real dangers to both Parks and particularly to Biscayne. A year ago the Acting Secretary of the Air Force told the Miami-Dade County Mayor that the Air Force favored a commercial airport. The company chosen to prepare the final report is strongly inclined toward airport construction, as their record shows.

It is not mandatory that deactivated Air Force properties be converted to commercial airports. In some instances that is acceptable and good, and in other cases, such as this, it is not good, not acceptable or necessary.

A proposed alternative would create a mix of office parks, light clean industry, golf courses, aquariums, recreation, and housing. This proposal would put more jobs and economy into the area than were lost when the hurricane destroyed the base and would do so quickly with no damage to our two Parks.

We hope that every environmental and parks organization in the nation will join us to save our Parks and to tell Vice President Gore that they don't want him to permit a commercial airport in Homestead and will advise all their members of the danger.

As a self-proclaimed environmentalist, he should understand.

001281

February 10, 2000

NOTES : re Homestead SEIS

It is important to remember that the south Biscayne Bay and the offshore islands would not now be known as Biscayne National Park if the federal government had not stepped in to save them. The County was prepared and had given permission for an oil refinery and petro-chemical complex on 2,200 acres of bayfront.

The state was not too inclined to help us until Nathaniel Reed, then in Tallahassee, persuaded Governor Kirk and the Cabinet to advise the Feds of their support for a national property.

The Park exists because a dozen oddly assorted people decided to try and save an invaluable treasure for everyone.

The people who push for an airport whose runway is only one and one-half miles from Biscayne National Park demand a commercial airport to provide jobs, the quantity of which has been so over-exaggerated as to have become ludicrous.

No thought is given to the millions upon millions of pleasurable hours of water- and land-based recreation the BNP provides to the area, to the nation, and to the thousands of foreign visitors, not to mention the economic benefits of boat sales, fishing equipment, guides, etc.

As Marjory Stoneman Douglas pointed out many times, the southernmost tip of this state is ONE ecosystem not several as developers would have us believe. The Everglades, the bay, the land between them, Florida Bay, the Florida Keys, and North America's only coral reef are inextricably bound together. If viewed before we idiot humans arrived to carve things up, it would have been seen as one unit with no seams.

The SEIS prepared by the combined team is a disgrace and a shameful indictment of Al Gore. Did he know, when he was forced to call for the SEIS, that he would ensure it was favorable to the people who will profit from a commercial airport? If not, he certainly permitted the final report to be a deliberate distortion of facts and a clear bias for the commercial airport.

The Acting Secretary of the Air Force wrote a letter to Mayor Alex Penelas a year ago telling him that the Air Force favored a commercial airport. Some neutrality.

A year ago the FAA released a report that said a commercial airport in Homestead did not serve the general public and certainly couldn't be expected to serve the residents of Broward County, who would then be another 35 miles farther from the Homestead airport than they would be from MIA. The report was quickly killed, probably by the White House.

Mayor Penelas, Al Gore and the Democratic Party have collected many millions from the development industry in Miami-Dade County.

Al Gore, the self-proclaimed environmentalist, has come face-to-face with Al Gore the political debtor. Who will win? Betting says the debtor probably will along about September when presidential candidate Gore needs more money from south Miami-Dade County and Mayor Penelas is running for reelection.

Lloyd Miller
Box 1587
Homestead, FL 33090-1587

=== COVER PAGE ===

001269

TO: Homestead SEIS, AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA. 22209-2802

FROM: R. Warren Williams
2670 S. E. 7th Place
Homestead, Fl. 33033

FAX: (305) 230-3064

TEL: (305) 230-3064

PAGE[S] TO FOLLOW

COMMENT: NONE

I am faxing you to ask you to reject a proposed Commercial Airport between Biscayne and Evergalades National Parks. If this proposal materializes, there is great risk of serious damage to both parks. There is nothing to equal them anywhere in the world.

The better option is the Collier/Hoover plan. Not only will it not damage the environment, it will enhance what alreadyexists. And at no cost to us taxpayers. They will finance every facet of their alternate development. That is a hugeplus. Please support the Collier/Hoover development. Contrary to published propaganda, most local people (the ones directly affected), are not in favor of the Airport.

Sincerely,
Warren Williams

Published Tuesday, February 29, 2000, in the Miami Herald

001272

(1)

Nancy Lee
1 of 4
response to
SEIS
Report
TO: AFBCA/EX

Homestead area polls 'no' to airport

BY MARTIN MERZER
mmerzer@herald.com

Fearing significant damage to the environment, residents of deep South Miami-Dade County resoundingly prefer homes and office buildings rather than a commercial airport at the site of the former Homestead Air Force Base, according to a poll released Monday.

The new Louis Harris poll, commissioned by two environmental groups, found that 57 percent of those surveyed would like to see diversified development of the site, even if it produces fewer new jobs than a commercial airport.

Only 30 percent would devote the site to development of an airport that would relieve congestion at Miami International Airport. Supporters of that option say it would create 38,000 jobs in South Miami-Dade and $1 billion in annual payrolls within 25 years.

CLOSED SINCE 1992

The Air Force base was closed after Hurricane Andrew largely destroyed it in 1992. Part of the site has been employed as an Air Reserve base as federal, state and local officials sought a new use for the other 1,632 acres.

Many civic and business leaders support development of the commercial ``reliever'' airport. Many environmental activists, noting the proximity of Everglades and Biscayne national parks, oppose that plan.

In the survey, 94 percent of local residents said a clean, quiet environment was important to their families — a result that is not surprising. When asked to choose between jobs or a clean environment, 65 percent opted for the environment.

``Obviously, the case hasn't been made for a reliever airport,'' said Harris, who conducted the poll for the Sierra Club and the Natural Resources Defense Council. ``People do want some development to take place, but they infinitely prefer a more diversified approach.''

SIX-DAY SURVEY

The poll of 1,002 adults was conducted between Feb. 17 and 22. It included residents from Key Largo through the Homestead area. The margin of error was 3 percentage points.

(2)

Environmentalists said the poll vindicated their position.

``We have been confident that the public has been with us on our opposition to the commercial airport from the very beginning,'' said Alan Farago, local conservation chairman for the Sierra Club.

``It's remarkable that after so much political pressure from the other side, the public still understands that it's a bad deal for South Dade and a terrible deal for the national parks.''

Supporters of the new airport were unimpressed.

Published Sunday, February 27, 2000, in the Miami Herald

(3)

CARL HIAASEN

`Green' Al's turning pale shade of yellow

A veep wimp-out on the airport flap.

Vice President Al Gore, who claims the greenest pro-environmental credentials of all the presidential candidates, is showing a flash of yellow.

A pro-Gore rally here in South Florida was suddenly canceled last week by Carol Browner, head of the Environmental Protection Agency. Local conservation groups planned to use the occasion to tweak Gore into taking a position on the huge commercial jetport that's been proposed for South Dade.

Browner, who opposes the jetport, said a scheduling conflict — not the planned demonstration — caused her to cancel the Hollywood campaign rally. Maybe that's true. Or maybe Gore's handlers merely wanted to avoid a scene. With the Florida primary looming, it would look bad for the vice president to be picketed by the Audubon Society.

Gore's opponent, Bill Bradley, recently said he would not support development of a commercial airport at the old Homestead Air Force Base because of its sensitive location, between Biscayne National Park and Everglades National Park.

By contrast, ``Green Al'' Gore had this to say: ``I would urge the continued discussion of how a balanced solution can be found that can help the community without hurting the environment.''

Hush. You like the Homestead airport concept, or you don't. There are votes to be gained from either position. All that remains is for Gore to choose one.

Why won't he? Because it's easier not to.

From its shady beginnings, the airport has been a pet project of prominent Democrats, among them Miami-Dade Mayor Alex Penelas and Sen. Bob Graham. The fact that another jetport wasn't needed didn't stop the County Commission from handing a no-bid lease to a bunch of politically connected home builders with deep campaign pockets but not a clue how to make an airport.

Penelas's vote was central to the Homestead air base giveaway, and he continues to be one of the project's most visible boosters. He is also a key supporter and fund raiser for Al Gore's campaign. Get the picture? For Gore to speak out against the jetport would be like kicking Penelas in the shins, and Gore needs Penelas too much to do that. But Gore also needs the ``enviro'' vote, so he likewise can't afford to support the jetport.

Therefore, braced with South Florida's most controversial environmental issue, the environmental vice president has elected to wimp out and keep quiet. Too bad, because lots of voters are curious to know where he stands.

Those who favor the jetport say it's necessary to revitalize the economy of hurricane-ravaged South Dade. But how many times have we heard this line? Wasn't the motor speedway supposed to revitalize South Dade?

(4)

Hurricane Andrew struck almost eight years ago, yet it remains a shopworn excuse for any half-baked scheme that wildly promises jobs while enriching a few plugged-in entrepreneurs. Homestead is in deep trouble if it's banking on HABDI, the group that received the controversial air-base lease. Not only the EPA but Interior Secretary Bruce Babbitt has come out against the jetport.

So have several communities in the nearby Upper Keys, where there's widespread concern over the air pollution and noise that accompany hundreds of daily takeoffs and landings.

Picture even a down-scaled version of Miami International Airport on the shore of south Biscayne Bay and the rim of the Everglades, and you can understand why folks are so worried.

LOW-IMPACT USE NEEDED

It's also easy to understand the frustrations in Homestead, which was smacked hard by the Air Force pullout. The challenge is to figure out a profitable, low-impact use for the base that won't threaten the fragile parks, or scare off the thousands of tourists who flock there. Collier family interests have proposed a resort and office park for the base site. Another group says it would be perfect for launching commercial satellites.

The jetport scheme might be in trouble, but those behind the project have the clout to keep it alive. Gore might be able to duck the controversy before the March primary, but it's not likely to go away before November.

If he doesn't take a stand soon, we can assume that the self-proclaimed green candidate isn't referring to the green of the Everglades, but rather the green that Alex Penelas is stuffing into Democratic coffers.

001275

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: Feb, 25, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

He determinado tomar una decision en la polémica pública sobre la conveniencia de desarrollar la antigua base aérea de Homestead, la forma en que sería afectada la flora y la fauna del sur de la Florida y por supuesto, el deterioro económico de un sector de población tan grande que se hará sentir ostensiblemente en forma muy negativa en un futuro que ya es presente.

Si bien es cierto que defiendo el medio ambiente, la ecología como fuente vital de nuestras vidas, no es menos cierto que nuestra existencia depende de la capacidad que tengamos de desarrollar una economía fuerte que garantice la estabilidad de la población en general, y a la vez lograr que no se deteriore y desaparezca el medio en que ese desarrollo se ha logrado

Como es de general conocimiento, la base militar de la Fuerza Aerea de Estados Unidos existió en Homestead por decenas de años, y en situaciones especiales debido a los conflictos militares en los que Estados Unidos se vió envuelto durante el largo período de la guerra fría, el uso de la base era realmente abrumador. A pesar de los ejercicios de la fuerza aérea y al efecto contaminador de los químicos utilizados por la agricultura, el medio ha mantenido un standard de salud apreciable que todos reconocen.

Nuestra posición, basada en todas estas consideraciones, nos lleva a respaldar el

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MAS ESPACIO****

NAME/NOMBRE Felipe A. González Raquel González
ADDRESS/DIRECCION 18871 N. W. 89 Place
CITY/CIUDAD: Miami
STATE, ZIP CODE/ESTADO, ZONA POSTAL Florida 33018-6276

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

desarrollo económico de la base utilizando las salvaguardias adecuadas del medio ambiente, utilizando las enormes ventajas que ofrece hoy en día la alta tecnología de que dispone nuestra nación a la vez que se hace justicia de proteger también a la especie más vital, la humana.

Felipe A. González Raquel González

001311

Date: Feb 24, 2000

To: Homestead SEIS, AFBCA/EX
1700 N.Moore St., Suite 2300
Arlington, VA 22209-2802

From:

Name: Larry Ashley

Address: 6830 SW 65 st

City/ State/ Zip: South Miami, Fl 33143

I am writing this letter to tell you that I strongly oppose the development of a commercial and/or cargo airport at the Homestead Air Force Base. The airport is a damaging project for South Dade's two national parks: Everglades National Park and Biscayne National Park. This project would forever alter an environment that is unique in all the country, as these two parks cannot sustain further pollution pressures. Please oppose this proposal.

Sincerely,

001314

Date: 2-22-00

To: Homestead SEIS
AFBCA/EX
1700 N. Moore Street
Suite 2300
Arlington, VA 22209-2802

FAX: (703) 696-8828

From:

Name: David Borras

Address: 135 Sioux St.

City/State/Zip: Tavernier, Fl. 33070

I am writing this letter to tell you that I support the Collier/Hoover mixed use development plan for Homestead Air Force Base. The Collier/Hoover mixed use alternative development offers a partnership between the environment and the economy. Through creation of a visitor attraction, educational facility and business center, the project will bring jobs and dollars to South Dade without harming the national parks. Please support this proposal.

Sincerely,

Dave Borras

PS The long term impact of an airport on a very sensitive environment such as South Florida should scare all involved. Please - NO Airport

001315

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: Feb 23 00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

To whom it may concern:
I would like to make public my concern with the Draft by Miami Dade County to replace the Homestead Airforce base with a plan of a Commercial Airport. Although the economic indicators may point that Homestead is an attractive area for development, it must be also noted that with two major areas - Everglades National Park & Biscayne Bay National Park - two areas already under severe stress due to the continuing population growth & pollution - most notably in the water systems, the development of a commercial airport is not viable.
Please put it on record that I am not a knee jerk environmentalist forever, it seems abundantly clear that this airport proposal would subject our two beautiful National Parks to air pollution, noise pollution & water run off pollution that is unacceptable. It's time to stop thinking about the "Easy way" forward, would be the easy way out for Miami/Dade. But it would destroy an environment that is worth much more than dollars and

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: David B. Genovese
ADDRESS/DIRECCIÓN: 3031 Aviation Ave
CITY/CIUDAD: Miami
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Fl. 33133

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Arlington, VA 22209-2802
FAX: 703-696-8828

001316

Date: Feb 22/00

To: Homestead SEIS, AFBCA/EX
1700 N.Moore St., Suite 2300
Arlington, VA 22209-2802

From:

Name: Natasha Gottlieb

Address: 6810 SW 65 St

City/ State/ Zip: Miami, FL 33143

I am writing this letter to tell you that I strongly oppose the development of a commercial and/or cargo airport at the Homestead Air Force Base. The airport is a damaging project for South Dade's two national parks: Everglades National Park and Biscayne National Park. This project would forever alter an environment that is unique in all the country, as these two parks cannot sustain further pollution pressures. Please oppose this proposal.

Sincerely,
Natasha Gottlieb

001317

February 23, 2000

Homestead SEIS
AFBCA/EX
1700 N. Moore St. Suite 2300
Arlington, VA 22209-2802

RE: Homestead Air Force Base

Dear Sirs:

We am writing this letter to encourage you not to allow Homestead Air Force Base to become an operating airport. Dade County has already made a mess of Miami International Airport don't let them repeat their mistakes.

We have lived in South Florida for 44 years, the last four years in Key Largo. It would seem logical that operating an airport at this site will due damage to the surrounding areas.

The surrounding areas are extremely sensitive environmental areas. Biscayne National Park, The Florida Everglades, Upper Keys and the Florida Keys National Marine Sanctuary. Increase noise levels and pollution generated from the aircraft engines(not to mention fuel dumping) will have a major impact on these areas we try so hard each and every day to protect.

We have four children who have the right to continue to enjoy the many natural wonders which exist in our community. Building this airport makes absolutely no sense. It is plain to see the destructive impact it will have.

Please consider the future of this area, of the creatures who inhabit it and of the children who are our future and don't let this airport become the nightmare it will be.

Sincerely,
Daniel and Cynthia Self

Daniel & Cynthia Self
68 Bass Avenue
Key Largo, Florida 33037

001318

ARMELLINI INDUSTRIES, INC.

February 22, 2000

Homestead SEIS AFBCA/EX
1700 N. Moore St., Ste. 2300
Arlington, VA 22209-2809

To Whom It May Concern:

Armellini Industries is a logistics company specializing in the movement of fresh cut flowers and other perishable products. Included under the "industries" umbrella are. *Armellini Express Lines, Inc.* providing refrigerated truck transportation for the cut flower industry to 37 states; *Fresco Services, Inc.*, a bonded container station providing refrigerated facilities for several different airlines; *J.A. Flower Services Inc.*, a Customs House Broker specializing in perishable products, and *Northstar Transportation*, a truck brokerage firm.

These companies provide services to the entire cut flower and perishable industries not only in Miami but also throughout the nation.

I was asked for my thoughts regarding an "all-cargo airport" and what effects I feel it may have on our business and the perishable industry as a whole here in Miami. The first thing that came to mind was how this would affect the many airlines we do business with.

Does this mean that all cargo must be handled through this cargo-only airport – or just all cargo airlines? How will this affect the airlines that handle both cargo and passengers? Will they no longer fly cargo into Miami International Airport? Will the carriers who do land at MIA be allowed to fly cargo out of MIA to other U.S. cities and foreign countries? Miami International Airport is spending many millions of dollars developing cargo terminals – what will happen to these since they are not suitable for passengers? In addition, a segment of our business deals with transfers that are very time and temperature sensitive. What about the resources that U.S. Customs and the Department of Agriculture will have to expend to maintain two airports? The cargo infrastructure that has been established over many years will have to be relocated. This includes airlines, transportation companies, freight forwarders, floral import companies and many other users and service providers, which are too numerous to list.

If there was an existing airport it could be used for other purposes which, I believe, would enhance the position of both the airport and the county. For example, either a training facility for pilot re-certification, or an aircraft maintenance facility could be established. This would free up space at MIA and allow for more airline usage.

I firmly believe the only all-cargo airports that work are those that are their own entities, i.e., UPS, FedEx, Airborne and Emery. While I do not want to come across as completely against the concept of an all-cargo airport, there are many challenges that must be considered and I feel some of them may be impossible to overcome.

Very truly yours,

Richard Armellini
President

3446 SW Armellini Avenue • Palm City, FL 34990 • (561) 287-0575
P.O. Box 678 • Palm City, FL 34991 • Fax (561) 221-3189

TOTAL P.01

001319

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: FEBRUARY 23 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I OPPOSE EFFORTS TO CONVERT THE FORMER MAIRFORCE BASE INTO A COMMERCIAL AIRPORT. I AM CONCERNED ABOUT THE IMPACT IT WOULD HAVE ON THE COMMUNITY AND ENVIRONMENT.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: CARMEN PICKETT CATALA
ADDRESS/DIRECCIÓN: 8545 NW 197 TERRACE
CITY/CIUDAD: MIAMI LAKES
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FLORIDA 33015

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1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

001321

Fax

To: Homestead SEIS, AFBCA/EX

Of:

Fax: 1-703-696-8828

Pages: 1, including this cover sheet

Date: February 22, 2000

I am a 46-year Miami native and, during my lifetime, I have always looked to the Everglades as a quiet retreat to nourish my soul and a place to explore the beauty and serenity of nature with my children. I am not an environmental activist although the thought that any one would even consider placing an airport between two beautiful national parks, is enough to make the most lethargic get up and take action. I own a business, manage a household of three children and have precious little time to devote to causes.

Yet this STUPIDITY has caused me to carve out what little time I have to ensure that the Biscayne and Everglades National Parks are not placed in jeopardy with an airport project. There are other alternatives yet strong political (read: self interested) forces are moving it forward. The Latin Builders Association staunchly supports it. Why? So they can build homes around the airport for service personnel. This would create additional sprawl and strain an already fragile park.

How can the government pledge millions of dollars to restore the Everglades and then compromise the restoration with an airport that would shower jet fuel and noise over this important, one-of-a-kind ecosystem?

Please don't trade the health of our national parks for political or economic interests. The right thing is to seriously examine alternatives as the airport cannot peacefully coexist with our parks.

Judy Adams Umberger, 1220 San Remo Avenue, Coral Gables, FL 33146 (305) 666-1231

From the desk of

001333

Dr. Horst F. Muensterer
530 S.E. 18th Lane Homestead FL 33033
Phone – Fax: (305) 230-0391
e-mail: IMMPV@aol.com

February 17, 2000

To
Vice President Al Gore
1600 Pennsylvania Avenue
Washington, D.C. 20500

and to: HOMESTEAD SEIS, AFBCA/EX ARLINGTON VA

Re: Re-use of Homestead Airforce Base, Florida

I am writing this letter to tell you that I have attended 3 presentations by COLLIER – HOOVER about their alternative plan.

My conclusion is that their plan is not founded:
1. It disregards given local facts
(Dade already has 2 ailing aquariums,
has no beaches to attract tourists in Homestead,
offers natural ocean sites for interested explorers ect.)
2. It is unsound as a business proposition since there is no marketability study, no investment plan, no impact study on this project on the environment.
3. The arguments of the environmental groups are mainly emotional ones.

Therefore, I support the use of the Airbase as an Airport.

Sincerely,

R. Horst Muensterer

001335

BINDER ELECTRIC INC.

FAX COVER SHEET

TO: US. Air Force AFBCA/Ex DATE: 2-23

COMPANY:

FROM: Scott Binder

TOTAL NUMBER OF PAGES INCLUDING COVER SHEET: 3

IF DOCUMENTS ARE INCOMPLETE PLEASE CALL: (305) 245-7588

FAX: (305) 245-0565

NOTES: Please don't dump this on US !!

Although I attended the hearing on the proposed use of Homestead Air Force Base with mixed emotions on the issue, I left with an entirely different feeling. That feeling being that South Dade residents are being railroaded and some of their local politicians are conductors of the train. Everyone present heard from politicians from all over South Florida, some of whom we've already heard too much from, and some from towns we never knew existed. Most had the same talk, to fill Dade County needs an airport and South Dade County needs jobs.

Regretably I don't believe there is an argument on the idea that Dade County needs further air travel capabilities. But every other issue is very questionable.

In regards to jobs, the unemployed in South Dade don't need an airport, they need education and self-determination. This fact can be substantiated by polls of local businesses and a quick review of help wanted ads in any newspaper.

As a community, South Dade would be much better served by a reversal in the Section 8 housing trend which our government has embraced since Hurricane Andrew and a controlled development of Homestead's Park of Commerce, the Florida City US1/turnpike area and the former Homestead Air Force Base.

I find it inconceivable that anyone would grant control of a project of this magnitude to a Government body (Miami-Dade County) that is so prone to corruption or to an organization (HASDI) with no proven abilities.

Although the environmental issue was directed in depth, the quality of life in South Dade was hardly mentioned. When will an additional two or four lanes be added to Krome Drive (S.W. 288th Street), Krome Avenue (S.W. 177th Avenue) and US1? Will Hartford Homes residences be evicted in order to build warehouses? Will they want to remain in their homes if they're not? Do you want a 45 minute drive from Richard Road to Bayfront park to go fishing, or have to leave Keys Cafe at 7:00 am for an 8:00 tee time at Redland Golf and Country Club?

The Mayor from Opalocka, who's airport is another option for expansion, said it best when he told us he didn't want the planes flying over his 10,000 constituents or his seven churches. But that's ok for us?

Take a moment and figure out how far your home is from the former MAFB, then take a ride around Miami International Airport at approximately the same distance. Look around, is this where you want to live?

I, for one, am against the airport and believe any of the other options for development are much more suited to the area and lifestyle which we know in South Dade. But that's just my opinion. Raul Martinez, Mayor of Hialeah, thinks otherwise.

Scott Binder
Scott Binder
Homestead, Florida

001340

Date: February 22, 2000

To: Homestead SEIS
AFBCA/EX
1700 N. Moore Street
Suite 2300
Arlington, VA 22209-2802

FAX: (703) 696-8828

From:

Name: Judith L George

Address: 120 Arvida Parkway

City/State/Zip: Coral Gables, Fl. 33156

I am writing this letter to tell you that I support the Collier/Hoover mixed use development plan for Homestead Air Force Base. The Collier/Hoover mixed use alternative development offers a partnership between the environment and the economy. Through creation of a visitor attraction, educational facility and business center, the project will bring jobs and dollars to South Dade without harming the national parks. Please support this proposal.

Sincerely,

Judith L George
(Mrs Philip T)

My 9-yr-old daughter STANNE is a member of the Friends of the Everglades. She and the group are dedicated to helping our community have a safe environment for humans, plants and all animals and spend time pursuing this goal.

001346

31 Card Sound Rd
Key Largo, FL 33037
February 17, 2000

SEIS, AFBCA/EX
1700 North Moore St.
Suite 2300
Arlington, VA 22209-2802

Gentlemen:

Under the Air Force Draft Environmental Study, a commercial airport at Homestead, Florida has estimated 230,000 annual operations. This would mean that every two minutes there would be flights over the Everglades and Key Biscayne National Park. The results would be tons of toxic air emissions washing into the soil and water. This, added to the noise level for both humans and wildlife, makes me write this letter. **PLEASE DO NOT ALLOW ANY AIRPORT AT HOMESTEAD, FLORIDA!**

There is another solution which brings as many jobs to the community as the airport. It is a solution which strikes a balance between needed economic development and preservation of our national environmental treasures. The people who are pushing for this airport are not aware of the harm that will be done. Please help all of those in the Upper Keys of Florida.

Sincerely yours,

Mrs. David H Jacobs

Mrs. David H. Jacobs
(Barbara)

001348

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/15/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Hi, my name is Morgan and I am writing this to explain why you should not build an airport at the Homestead Airforce Base. People should not do this because all of the pollution made by the airplanes would harm the animals living in nearby parks. If this happened many of Floridas incredible animals would be close to extinction, which would be horrible, so please, help me save the fabulous creatures of our nearby National Parks.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Morgan McCabe
ADDRESS/DIRECCIÓN: 9510 Biscayne BLVD
CITY/CIUDAD: Miami Shores
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Florida, 33138

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001349

Written Comment Sheet - Hoja para Comentarios por Escrito
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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/15/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I am NOT in favor to the building of the airport that is going up in the middle of Biscayne National Park and the Everglades National. Here is why I think it shouldn't be built.
It can't be built by the Everglades for many reasons. First of all the pollution will disrupt animals habitat. Next of all the people living and going out of the airport, most of them might become sick from all of the toxic stuff. Last, the animals living in the Everglades from the birds will hurt the animals especially the birds. Bassically, all the animals will be affected too, like the cockroaches, bugs, the people will begin into the woods and traps and other things will guarantee disturbing the people. Finally by building this airport will affect and destroy the people and animals. We must be in take as many trees and more trees as also our parks, mangroves, and Everglades.
That is why I think the airport shouldn't be put up between two National Parks.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Martin Barrio
ADDRESS/DIRECCIÓN: 144 N.E. 108st
CITY/CIUDAD: Miami
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Florida, 33161

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001350

Written Comment Sheet - Hoja para Comentarios por Escrito
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Juliet Barrientos
Thank you for your input
Gracias por su participación

DATE/FECHA: 2/5/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Hi my name is Juliet Barrientos I would like to state that I would NOT like the airport to be built around our National Parks, Biscayne National Park and the Everglades. The reason is because it will cause alot of types of pollution. Not just water and air pollution which are big factor 3 but noise 3 disturbance pollution. The animals will also be very annoyed and curious on and disturbed they will be curious to know what causes the noise and will fly as in the birds, and will probably get hit by smoke by the plane. It will also disturb us citizens to know our National Parks aren't safe!
So please Don't build it (the airport), please do it for the animals ... let them live.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Juliet Barrientos
ADDRESS/DIRECCIÓN: 1124 NE 110 St
CITY/CIUDAD: Miami
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Florida, 33161

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FAX: 703-696-8828

001351

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/15/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Hello, my name is Julianne Battenfield.
I would like to change the plans of the International airport. It is soo close to Biscayne National Park & also the Everglades. The airplanes would drop fuel & oil over either the Everglades or Biscayne National Park & destroy the water supply & damage it for us. Also, we have to think how would this benifit us? I mean, with the airport polluting the air and so much noise with the airplanes going overhead nobody from anywhere would come to Miami. Because Miami, or all of South Florida's only Attractions are Biscayne National Park, the Everglades & our beaches that we are destroying. If we damage our parks nobody would want to come here for vacation. I hope you will listen to me & the the other people that are concerned. Thank you.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Julianne Battenfield
ADDRESS/DIRECCIÓN: 162 N.W. 108th St.
CITY/CIUDAD: Miami Shores
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Florida 33168

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

001352

Hello, my name is Danielle Davis. I am going to tell you what I think about the airport being built. I think it souldn't be built! It will destroy plants, pollute the water, and scare animals. Also if campers will not get any sleep if the loud phnes are flying all night over thier heads. All of the hard work that many people have put into the Everglades and Biscayne National Park we should not let something like this destroy it. It took many years to develop and it won't develop as good again.

Sincerily Danielle Davis

Danielle Davis
1896 NE 123rd #11
Miami
Florida

001353

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: February 15, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I don't think the commercial airport should be built because it is 1½ miles from Biscayne National Park and 8 miles from Everglades National Park. With allot the airplanes going back and forth it will cause noise pollution, air pollution, nestling problems and plus we already have an airport on the other side. It may cause problems. Again this is why I don't want the commercial airport in Homestead.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Eli Benson
ADDRESS/DIRECCION: 680 NE 105 St.
CITY/CIUDAD: Miami Shores
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Florida, 33138

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

001354

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/4/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Hi my name is Georgia and I'm going to explain why I would not like the airport to be built. I attended the Everglades meeting on thursday and heard many people speaking to defend both sides. Some of the things that the people said were very sad.

One lady said that our animals in the Everglades would just adapt to the airport. At a time like this, we need to put our selves in the place of the animals and not let greed overtake our love for the animals and our environment. After all Marjory Stoneman Douglas and many other people have done for the Everglades, we can not let a plane lift off every two and a half minutes that will pollute our air, water, and scare away animals pray. That is not right, and just because the birds, trees and animals don't have tongues to speak with people take advantage of them and want to build a commercail airport right on top of them.

So please lets stick together and fight to make sure that that commercail airport does not get built!

PTO →

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Georgia Mallard
ADDRESS/DIRECCION: 331 NE 89th St.
CITY/CIUDAD: Miami
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Florida, 33138

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001355

Bryan Deloach 11173 NE 8th court
Biscayne Park Florida, 33161

Hello, my name name is Bryan A. Deloach and I would just like to inform you on how many people insist against the new comercial airport for the reason of how proximaty it is to two national parks! The Everglades and Biscayne National Park! If this new airport goes by plan then the Everglades will be destroyed quicker then you can say "Airports are bad". Thousands have spent an exceptionaly large amount of time and money to keep the Everglades in tack and Biscayne National Park in business. If this new airport is built it will destroy these naitional wonders by the airplanes carelessly dumping gases and fumes, killing the wild-life of the Everglades and destroying the trees and the horribly loud rumbling of an airplane taking off would shoo away visitors of Biscayne National Park! So I plead with you once more, help us keep the new comercial airport away from these two precious wonders

001356

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: February 4, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Hi My name is Peter Dorscher and I am here to represent our 4-H club. What I envision at Homestead Airforce Base is a Ecological theme park resembling a rain forest. This could work as a model for other parks to provide an example for replanting native plants and animals. We are loosing our natural areas at such a rapid pace. In only 100 years we have scared the land and taken away the habitats of our native animals. Imagine what life was like at the spot for the Tequesta Indians. An abundance of fish, sea life and animals such as bears, otters and panthers roamed this land along with a wide array of wading birds.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Peter Dorscher
ADDRESS/DIRECCIÓN: 396 N.E. 161st
CITY/CIUDAD: Miami Shores
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Florida, 33162.

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001357

Wyatt Koch
31 NE 103 st.
Miami, FL 33138
February 15, 2000

Hello my name is Wyatt Koch. This is about the Homestead air Force Base. It has new plans to make it into a international airport. It is 1½ miles from Biscayne National Park and 8 miles from the Everglades. The noise, smoke and garbage will destroy 2 very important National Parks.

001358

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Thank you for your input
Gracias por su participación

DATE/FECHA: February 4 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I think that you should not build the airport near the Everglades and near Biscayne National Park because you are spending billions of dollars on trying to saving the Everglades and you are throwing it all away.
The animals will die from all the air and water pollution. So please keep them alive. I really love these animals so please don't build the airport.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Nora Leroy
ADDRESS/DIRECCIÓN: 9301 2ct
CITY/CIUDAD: Miami
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Fl. 33150

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Thank you for your input
Gracias por su participación

DATE/FECHA: February 5, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Hi. I'm Michael Lefferdo. And I hope that you'll take your time to listen to my speech (attitude) on why there should be no international airport at Homestead Air Force Base. The reason why is Because the base is 15 miles from Biscayne National Park and 8 miles from Everglades National Park. If the airport goes up, the air pollution will devastate Everglades and their nesting grounds. Also when pilots are coming into the airport they will most likely drop fuel all over Biscayne marine life.
Thank you for your time, Thank you

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Michael Lefferdo
ADDRESS/DIRECCIÓN: 317 N.E. 102 St.
CITY/CIUDAD: Miami Shores
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Florida 33138

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Thank you for your input
Gracias por su participación

DATE/FECHA: February 4, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Hello, my name is Olivia Mitchell. I am writing this to give you my views on the building of the Homestead Air Base Airport.
I don't think the airport should be built. I think that because the result will be bad sandwich of two national parks.
The Everglades is 15 miles from the airbase and Biscayne National Park is 8 miles away. If the airport is going to be built, our national parks will suffer air and noise pollution. We don't want that to happen because there is no place in the world like these two.
Please keep our national parks beautiful!!

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Olivia Mitchell
ADDRESS/DIRECCIÓN: 125 NE 86 ST.
CITY/CIUDAD: Miami
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Florida, 33138

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Thank you for your input
Gracias por su participación

DATE/FECHA: February 4, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I don't want a airport built by the Everglades, because people have worked so hard to keep it clean and healthy. If we build an airport by it will be throwing millions of dollars away. You'll also be throwing millions of animals away. The bussies will get in because from north, south, east and west. This could cause a road even be put in the Everglades, and animal habitats will be killed of by acid rain and polluted air. Animals won't be able to find a home. One by one they die of until the Everglades is just an big AirPort. This shows if we don't save the Everglades now we won't get a chance later.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Jolea Archer
ADDRESS/DIRECCIÓN: 1080 NE 95 St
CITY/CIUDAD: Miami Shores
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Florida 33138

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Thank you for your input
Gracias por su participación

DATE/FECHA: February 3, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

please do not build the Homestead air force base so close to the Everglades and Biscayne National Park. Those are the only places in the world so please don't build that air force base so close to the Everglades and Biscayne National Park. We don't need another airport. We have plenty of airports already. So please help save the national parks.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Jamie Alvia
ADDRESS/DIRECCIÓN: 526 NE 119 St.
CITY/CIUDAD: Miami
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Florida 33161

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Thank you for your input
Gracias por su participación

DATE/FECHA: February 4, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Hi, my name is Matthew, and I would like to write about building an airport where the Homestead airbase is. I think they shouldn't because of two reasons, two important reasons, the parks. If you build that airport both parks will be disturbed by the planes and destroied by the pollution. I beg you not to build it, because if you build it both of these one of a kind parks will die along with the thousands of plants and animals that live there. We've been trying to restore these parks for years, why throw that away? We mustnt build that airport for these reasons and more, so I ask you, please do not build it for the plants and animals sake and our own. So this is why I write and I hope you will change your mind. thank you for your time.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Matthew Post
ADDRESS/DIRECCIÓN: 1208 N.E. 99th St
CITY/CIUDAD: Miami Shores
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Florida, 33138

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001364

2/15/00

Dear SEIS,
Hi my name is Danielle and I am about to tell you why there sould not be a commercial airport. The reason there should'nt be an airport is because there are two National parks very close to it. Biscayne N.P. is one of them and it is only 1½ miles away. The other N.P. is Everglades, its only 8 miles away. Both parks are amazing and I love visiting the enviroment. In about a mouth I will be going to Biscayne National Park and when I go I want to see and hear animals but with the airplanes only 7½ miles away I wouldn't be able to. Also the everglades is 8 miles away and other kids in our school are going there for three days and they might not see anything either.

Name: Danielle Ramos
Address: 1185 NE 104st 33138
City: Miami
State/Zip Code: 33138, Florida

001365

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/3/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I wont not like it if you built the airport for several reasons. One it would be too much noise pollution as much as all of newyork screaming at I. 2nd with an airport there are pollution, oil noise, dust, destruction, and 3rd and final, the commercial airport would be only 1½ miles away from the park and 8 miles away from the Everglades National.

Sincerly,
Christopher S. Moniz

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Christopher Stewart-Moniz
ADDRESS/DIRECCIÓN: 260 NE 96 St
CITY/CIUDAD: Miami Shores FL
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33138

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Thank you for your input
Gracias por su participación

DATE/FECHA: February 4, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Hello my names is Eugene V. Thomas and I am here to tell you why you should not build an airport near the 2 national parks. The first reason why you should not build an airport near the 2 parks is because it will cause all kinds of pollution like air pollution, water pollution and other kinds of pollution.
Second the reason why you should'nt build the airport is because it will scare away the animals and get them frightened to run away.
Finally the reason why you should not do it is because it will be mean and will destroy the animals home.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Eugene Thomas
ADDRESS/DIRECCIÓN: 1200 SANSOUCI Blvd Apt 412
CITY/CIUDAD: North Miami
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Florida 33181

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001367

Andrew Yerke — Feb 15 2000
430 NE 101 St — FL 33138
Miami, horse

Hi, I am a protestor that you agent establishing the airport 1 mile away from one of our precious places, Biscayne national park, and also 3 miles away from another preserve place the Everglades. And if this airport is built the everglades will be cared once again like Marjory Stoman Douglas tryed to prevent over the years and used her life to help it and now that she is gone we can took advantage over the environment. I don't think so and if that airport is built the animals will be killed or damaged by the oil that will leak from the air planes and the air polutions that come from the engains so I ask you please, please don't make this airport for the money and think about the environment. Thank you.

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/4/2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I know the Miami Airport should not be built at the Homestead airforce base. If this airport is developed everything will be ruined! Noise pollution from lift off will disturb the animals nesting time and all of the oil and fuel will drop into the water or on the animals habitat. How will they survive! There's no way! If we build this airport all of the wildlife will die!

Pretend you are the animals. How would you feel if you were situated in this plan. You would die because of an airport! Please dont do this! It is not our countries best choice.

Sincerly,
Karen Franklin

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Karen Franklin
ADDRESS/DIRECCIÓN: 1240 NE 82nd St
CITY/CIUDAD: Miami
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Florida 33138

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Thank you for your input
Gracias por su participación

DATE/FECHA: February 4, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Hi I am April Johnson and I am here on behave of our 4H clubs I am also here to tell you that I do not want you to build an airport at Homestead. I don't want you to because there are two places that I worth to save, Everglades and especially Biscayne National park. Why with two beatful places because of an airport. There should be flowers, animals, etc. Please do not build an airport at Everglades and Biscayne National park.

Sincerally,
April Johnson

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: April Johnson
ADDRESS/DIRECCIÓN: 445 NE 94 St
CITY/CIUDAD: Miami, Florida
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Florida, 33138,

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DATE/FECHA: February 4, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I heard about the commercial airport being built by South Florida's two National parks, Biscayne National park and Everglades National park. Of course I strongly dissagree with that action, these are some of the reasons why we should not build the commercial airport by the two National parks. First of all it will cause noise pollution which will scare the animals in the nearby parks. Second, it will cause air pollution, see all of the lifeforms in Biscayne National park and Everglades National park are gone they will never come back, extinction is forever! Biscayne National park is the only protected reef in the United States and the Everglades is the only Everglades in the whole world! Lets take good care of these precieuse places before they are gone forever.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Kaley Krimingen
ADDRESS/DIRECCIÓN: 10850 Peachtree Dr.
CITY/CIUDAD: Miami
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33161

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/8/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Hello, I am writing you in this letter, because I will really hate for the take an airport near the Everglades. This are Everglades and Biscayne National Park. I think they should not build an airport there. I know that would pollute the water and the animals. Also the Everglades National Park. I hope you will not allow to build an airport.

Sincerely
Francisco A. Moreno

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Francisco Moreno
ADDRESS/DIRECCIÓN: 148 N.W. 90th St.
CITY/CIUDAD: Miami
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Fl, 33150

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2-4-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Hi I'm sorry to disturbe you but our Everglade is on the face of extinction that means it will be gone forever I am very disturbed they are deciding to make an airport in between our 2 national parks this will cause air pollution from Jet smoke noise pollution from the planes. The most broiale thing is water pollution this will effect both you and me because the water we drinks will come from the everglades and also the animals would drink this water and that would affect them to because the oil and fuel the planes drop pollute our water so please help us and please don't build an airport on homestead airforce base

Sincerely,
Darien Perez

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Darien Perez
ADDRESS/DIRECCIÓN: 10658 NE 11ct
CITY/CIUDAD: Miami Shores
STATE, ZIP CODE/ESTADO, ZONA POSTAL: fl, 33138

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

Se publicarán sus comentarios en el SEIS FINAL. Favor de no incluir su dirección personal si no desea que esta aparezca en el SEIS FINAL. El hecho de proporcionar esta información es considerado como su consentimiento para publicarla

Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX. 703-696-8828

001373

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: February 4, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I know we should not build an airport 1½ miles from Biscayne National Park and 8 miles from the Everglades because the fuel and exostion from the plane will pollute our water supple. Also if we build the airport it will produce air pollution, water pollution and noise pollution. It also would disturb animals living to nest. Finally we wont breath polluted air instead of clean air. Please help us stop building this airport.

Thanks for your support!

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Paige Southard
ADDRESS/DIRECCIÓN: 357 N.E. 103 st
CITY/CIUDAD: Miami Shores
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Florida, 33138

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AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

001374

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: Febuary 4, 2006

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I think that they would not build the airport because Miami had been approved to build a commercial airport in big Cas Miami International airport. Big, 2336 flights in a year. If they were to build the airport in the Everglades it will not only contaminate the water that, maiane life live in or even that wildlife drink from, our marina water system is in the everglades. If they were to build an airport the fuel and exaust will pollute our air and our water. If the animals were to inhale the smoke they would die. If you build an airport all the animals would move away or die. There are some reasons why I you could not build an airport.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Jordine Arthony
ADDRESS/DIRECCIÓN: 9013 N.E. 2nd AVE
CITY/CIUDAD: Miami
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Fl 33138

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Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX. 703-696-8828

001375

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/4/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Please don't build an airport by our Everglades and Biscayne National Park. Your just throwing your money away because the airport is just going to tear it down. So I plead to everyone in the SEIS to please do not build an airport by our precious and famous Everglades, and by Biscayne National Park.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE Neill Riley

ADDRESS/DIRECCIÓN 1120 N.E. 104 St.

CITY/CIUDAD Miami Shores

STATE, ZIP CODE/ESTADO, ZONA POSTAL Florida, 33138

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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Homestead SEIS
AFBCA/EX
1700 N Moore St., Suite 2300
Arlington, VA 22209-2802
FAX 703-696-8828

001376

300 N.E. 91st
Miami Shores, FL
33138
February 15, 2000

Dear Inspection Members,
I consider that the building of a comercial airport on Homested Air Force Base should not commence because unthinkable damage will be done to the Everglades and Biscayne National Park, that are two very special and important parks in South Florida. Also consider that the airport would lead both parks and a variety of living organisms into extinction. In addition, the airport may employ unemployed citizens it would still kill two very important and grand environmental treasures. Finally please stop this monstous airport from commencing so that we will not lose these precious places today and be able to cherish them tomorrow.

Sincerely,
Rolando Flores

001378

February 3, 2000

BALJET ENVIRONMENTAL
HAZARDOUS WASTE MANAGEMENT ENVIRONMENTAL ENGINEERING

U.S. Air Force
AFBCA/EX
1700 N. Moore Street, Suite 2300
Arlington, Virginia 22209-2802

REF: Homestead Air Force Base Redevelopment

Dear Sir/Madam:

For your official records, please find enclosed copy of public statement made by the undersigned at the public hearing conducted on February 2, 2000 in Miami-Dade County, Florida.

Thanks for the opportunity to comment.

Sincerely,

BALJET ENVIRONMENTAL, INC.

Peter P. Baljet, P.E.
President

PPB/bm
Enclosure

15th Anniversary 1985 Baljet Environmental, Inc. Miami, FL

9400 South Dadeland Boulevard, Suite 370 • Miami, Florida 33156 • Phone (305) 670-3986 • Fax (305) 670-1016

STATEMENT BY
PETER P. BALJET, P.E.
AT THE PUBLIC HEARING ON THE
REDEVELOPMENT OF HOMESTEAD AIR FORCE BASE

FEBRUARY 2, 2000

Mr. Chairman and members of the Hearing Board, I am Peter Baljet, President of Baljet Environmental, Inc. I am here at my own free will, without compensation and without attachment to any special interest, be that environmental or business oriented. I have lived in Dade County since 1959. My resume is attached for your convenient information.

I am also the former Director of DERM, the Dade County Department of Environmental Resources Management and of FDEP, the Florida Department of Environmental Protection. During my tenure, these agencies were respectively known as the Dade County Pollution Control Department and the Florida Department of Pollution Control. In addition, former Florida State Governor Martinez appointed me to Commissioner of the Florida State Motor Vehicle Emissions Study Commission. So you can blame me in part for the inconvenience of once a year having to pass through one of our Florida Motor Vehicle Examining Stations.

STATEMENT BY PETER P. BALJET, P.E.
February 2, 2000
Page two

This brings me to the matter of the Redevelopment of Homestead Air Force Base. I support the redevelopment of Homestead Air Force Base. I am pleased that the environmental impact studies disclose that a commercial airport in south Miami-Dade County will not deleteriously affect our environment. However, even without this favorable disclosure, my recommendation would still have been to proceed with this much needed project. My position is based on the fact, that for once we have the time and the opportunity to create a desperately needed public project incorporating the joint interests of many key disciplines of our society.

My tenure of protecting the environment has been an arduous one. We were always one step behind industry and development. The air quality was deteriorating, so we created the Florida State Air Implementation Plans. Our human wastes were polluting our waters, so we created the Sewage Grants-in-Aid Program for municipal sewerage facilities. In Dade County the phosphates from detergents caused eutrophication of our canals and lakes, so we created the Dade County Phosphate Detergent Ordinance. The phosphate mining industry rampaged the beautiful central highlands of Florida, so we

STATEMENT BY PETER P. BALJET, P.E.
February 2, 2000
Page three

created a funding mechanism to enable the restoration of these lands. Gasoline underground storage tanks contaminated our drinking water aquifers, so we created an enforcement and funding program to correct this hazard to our health. Farmlands south of Lake Okeechobee are causing problems for the Everglades, so once again we are catching up, desperately trying to find a solution to overcome this threat to our environment.

I could go on and on, but the point of my dissertation is that there is no stopping to fulfilling the public needs. My background as a governmental regulator, as a professional and as a citizen has taught me that eventually, what the public wants, the public is going to get. To make matters worse, the public of today is of a different generation. The public of today is not putting up with any inconvenience, it wants its products and its governmental services now. It wants to go in and out of airports quickly, it wants to get to home and work in the least possible time and it wants the jobs that can pay them the salaries to live the good American live. I predict that if this project is stopped today, it will happen tomorrow.

STATEMENT BY PETER P. BALJET, P.E.
February 2, 2000
Page four

Unfortunately, because of the population growth in Dade County, tomorrow the public outcry will be so fierce and so demanding, that by then the climate will leave little time for paying attention to the well-being of the environment. The reality will be that Politicians, development and business interests will join forces to drive this project home at cost what cost. My vision is that the environment at that time will suffer a tremendous setback.

In conclusion, let us not again be one step behind. I call for moving this redevelopment project forward in the name of responsible environmental protection. The public need has been demonstrated and the environmental impact studies have shown no negative environmental effect. I call on the governmental regulators, the redevelopment organization and the environmental groups to exercise responsible command and jointly create a project that will be of benefit to all concerns.

P.P. Baljet
FEB 02 2000

Attachment

PETER P. BALJET, P.E.

President
Baljet Environmental, Inc.

Registrations
Florida Professional Engineer
Alabama Professional Engineer

Areas of Proficiency
Governmental Liaison
Project Manager
Site Audits Phase I, II
Contamination Assessment and Remediation
Water Quality
Industrial Wastewater Treatment
Air Quality/Air Pollution Control
Hazardous Waste
Storage Tank Management
Land Development and Mitigation
Expert Witness

Summary of Professional Activities
Executive Director, Florida Department of Pollution Control
Director, Dade County Department of Pollution Control
Secretary, American Lung Association
Chairman, National Air Conservation Commission
Commissioner, Florida Motor Vehicle Emissions Study Commission
Member, Dade County Environmental Task Force
Dade County Code Enforcement Hearing Officer
Colonel, United States Army Reserve, Special Forces (Green Berets) Assignment; Headquarters, Special Operations Command, Southern Command

Summary of Experience
More than 36 years of multidisciplinary experience in environmental engineering and environmental management including the development of national, state and local environmental policy; private sector investigations, project management and governmental liaison. Active interaction with many governmental agencies including United States Environmental Protection Agency, United States Army Corps of Engineers, United States Public Health Service, World Health Organization, Florida Environmental Regulatory Commission, Florida Department of Environmental Regulation, Florida Department of Natural Resources and Dade County Department of Environmental Resources Management

Key Projects
Project Director, Remediation of the Gold Coast Oil Superfund Site. Oversight of all aspects of the CERCLA Remedial investigation and feasibility study including contamination assessment, selection of remedial actions, Waste disposal and site operations Also Mr. Baljet provided governmental liaison at all regulatory levels.

Project Director, Environmental Services to Dade County Aviation Department Direction of multiple and concurrent projects including feasibility studies for contaminated soil remediation, oversight of site remediation, dredge and fill, site assessment, environmental audits, ground water investigation, waste characterization and hazardous waste disposal

Project Director, Private Party, Direction of RCRA investigation and site remediation including the closure of hazardous waste storage tank system, site assessment and remediation

Project Director, Private Party Direction of NPDES compliance program including feasibility study, design and retrofitting of large-scale commercial industrial facilities

Project Consultant, Private Party, Development of long term air pollution control and compliance monitoring programs for various stationary air pollution sources.

Academic Credentials
BSCE, University of Miami, 1964
MSCE, University of Miami, 1969
(Masters Thesis. The Reuse of wastewater as an additional Source of Water Supply to Everglades National Park)

Professional Affiliations
Water Environmental Federation
American Lung Association

001379

SHEPARD
9212 West Lake Drive
Miami, Florida 33015
Telephone 305-829-7702
Fax 305-829-2262
E-mail SOBOJIN@AOL.COM

February 29, 2000

President Bill Clinton
White House
1600 Pennsylvania Avenue
Washington, D.C 20500 (fax 202-456-2461)

US Air Force Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington VA 2802(fax 703-696-8828)

The Sierra Club

Mayor Alex Penelas
Mayor Miami-Dade County
Stephen Clark Center
111 NW 1st Street (fax 305-375-3618)

RE: HOMESTEAD AIRFORCE BASE

Dear Sirs

In examining the current debate in regard to the above, there are certain truths that need to be recognized. The air base at Homestead is an existing entity It has been in existence for many years and was only closed because of budgetary constraints. Southcom headquarters is now located in Miami-Dade County for the security and protection of the people of this hemisphere and Homestead is its logical jumping off point.

Yes, Biscayne National Park is a national treasure home to many species of birds and other animals and must be preserved, but all preservation efforts fall apart if HUMAN BEINGS as the highest order of animal on our planet are sacrificed in order to protect the lesser animal species If Opalocka Airport is the alternative to Homestead as a secondary airport then we must really think this out clearly.

In order to use Opalocka, all flight patterns would take aircraft over densely populated areas, from the north, south, east and west. There is no open body of water near Opalocka, nor any open land – only homes and factories and businesses. An aircrash would be devastating

Homestead is situated in the middle of farming country, and the flight paths go out over the bay and the gulf of Mexico, reducing massive disaster in the event of an aircrash

What we must preserve is that the Homestead area remains open, sitting in the constraints and safeguards to keep the area clean and not permit housing development to inundate Homestead as has happened in areas surrounding Opalocka, and both man and animal and birdlife will co-exist in harmony. In our environmental quest, we must be practical and realistic and recognize that our single most important goal is to preserve the species homosapiens, man. We cannot have ten thousand years go by and have the birds speculate what happened to man, as we do with dinosaurs from the Mesozoic era today! I too am an environmentalist, but a realist as well.

Thank you for your attention.

Sincerely,

S. Shepard

S. Shepard

February 27, 2000

001380

AFBCA/EX
Via Fax (703) 696-8828

To Whom It May Concern,

I am writing to express my strong concerns about the redevelopment of Homestead Air Force Base into a commercial airport. Having attended SEIS meetings since the beginning, I can assure you that the local people do not want this airport. The support seems to come from politicians, bankers, builders, the Farm Bureau Insurance Company and others that stand to make a monetary profit. On the other hand, issues of quality of life, which are most important to the people, seem to have taken a back seat to greed.

As I am sure you are familiar with the SEIS report, I will not belabor the details. Suffice it to say that this monster use will produce the most traffic, the most waste water generation, consume the most electricity, demand the most housing, produce the most population increase in South Dade, create the most noise impact on both residential and park land, produce the most hazardous waste, do the most to degrade air quality, and create the most stress on our endangered farmland. Other proposals offer much the same benefit to local residents without a downside of this magnitude. Indeed, the appropriate use for this property may not be any of the current proposals. Since we are constantly being told that there is a demand for more housing, this property would make a wonderful traditional neighborhood development or a first class retirement village.

I am a Miami native and live in far South Miami-Dade. I am a faculty member at the University of Miami Medical School and own a plant nursery in South Dade. I also do volunteer work on preserving the small amount of remaining agricultural land in Miami-Dade. I believe I am qualified to understand the issues.

In addition to the foregoing, we have one of the most corrupt local governments in the Country. A recent survey we have been conducting of area residents shows corruption of Miami-Dade government to be the number one concern of the people. This corruption ranges from the criminal to the unethical, such as inflating population projections to justify development (sprawl). Concern about sprawl and loss of agriculture land also rated in the top three of 14 issues. In addition, the recent defeat of a penny sales tax vote was really a vote of "no

1

confidence" in our local government. To assign this property to the County government would be a monumental mistake; it will never be managed properly and only a few will benefit. The rest of us will live in the sewer of a commercial airport.

I hope you are not so political that you do not see the wisdom of rejecting the commercial airport in Homestead, Fl. At the very least, the redevelopment of the base should go to a vote of the area residents, or am I not living in America?

Sincerely,

Patricia Kozlovskos-Wade

Patricia Kozlovskos-Wade, PhD
20925 SW 187 Ave.
Miami, Fl. 33187

2

March 1, 2000

001381

U. S. Air Force
AFBCA/EX
1700 N Moore St Suite 2300
Arlington, VA 22209

RE: Former Homestead Air Force Base

To Whom It May Concern

I would like to voice my opinion regarding the former Homestead Air Force Base I am strongly opposed to the former base being turned into a commercial airport for the following reasons

1. A commercial airport would further damage the fragile environment of the everglades, not only by the noise and pollution of the airplanes, but by the increased traffic and population encroachment into the everglades this would create

2 There is limited access to the Homestead area only the Florida Turnpike and U.S 1 are the main roads that go all the way to Homestead Both of these roads are already overcrowded Neither road can be expanded to allow for more freeway space When I lived at the Homestead Air Force Base housing in 1972 it would take me from 30 to 45 minutes to get to downtown Miami from my base house Now that I live 20 minutes north of Homestead it takes me (on a good traffic day) from 1 to 1½ hours to get to downtown Miami, when it rains it takes me 3 hours! Where is the new traffic going to go, and what will it create?

3 With a new airport going up there will have to be more housing built to accommodate the people moving to Homestead. The only spaces available for new housing projects are in the endangered everglades areas or in the farming areas, again creating havoc to the environment and putting the few remaining farmers out of business. higher prices for the few farm products remaining

4. I am sure that I could go on and on with objections that have been brought up before, but instead I would like to propose the following.

BRING HOMESTEAD AIR FORCE BASE BACK

Page 2

With the increased trafficking in drugs between South America, the Bahamas and Cuba that puts the U S right in the middle We could use the South Command housed at the Homestead base Why pay to lease land when the government already owns the land in Homestead? There used to be a facility on Card Sound Road that acted as a security radar station. What is taking its place in the fight for drug traffic and to scan for possible missile attacks?

With the new Russian government insisting on going back to their old communist tenets, who is to say that Russia will not try to use Cuba again as its base in the Caribbean? With Castro still in power, for who knows how long, who is to say what he has still hidden inside the Cuban mountains? Yes, as I imagine you very well know, the Russian missiles of the 1960's were concealed inside the mountains in Cuba. I am sure there are still some there, and not all were removed back to Russia

A strong military base is needed in the southernmost point of defense of the United States This only makes logistic and strategic sense

A commercial airport will ruin what is left of South Florida Bringing back the Homestead Air Force Base will restore to Homestead and South Dade the much needed economy to survive in a clean, healthy and safe environment Homestead and its surroundings is the only country-like area left in Dade County. To go there is a respite from the crowded, crime-laden Miami, people like to drive around in the open areas, smell the fresh air (there's some still remaining, but it won't be there if the airport is built), pick fresh fruits and vegetables, and enjoy some peace and quiet This will not be possible anymore if the airport is built (Let's salute, not pollute)

Thank you for allowing me to express my opinion

Sincerely,

Giannina C. Longmire

Giannina Longmire

10820 SW 170 Terrace
Miami, FL 33157

FAX MEMO

001383

TO: U.S AIRFORCE
FAX: 1-703-696-8828
FROM: JEAN GARMAN
FAX 1-305-247-6726
DATE: 2-29-2000

RE: ENVIRONMENTAL SURVEY FOR REDEVELOPMENT OF HOMESTEAD AIR FORCE BASE LAND

MY HUSBAND AND I HAVE LIVED IN THIS AREA SINCE 1986, MY HUSBAND OWNING A SMALL BUSINESS SINCE 1985 SINCE HURRICANE ANDREW DEVASTATED THIS AREA IN 1992 WE HAVE WATCHED THIS AREA'S POPULATION LEAVE, REPLACED BY LOW-INCOME PEOPLE WHEN THE BASE WAS OPERATIONAL WE HAD NOT ONLY BASE PERSONEL BUT ALSO RETIREE'S WANTING TO LIVE NEAR THE BASE MY HUSBAND'S BUSINESS WAS FORCED TO CLOSE, AS SO MANY IN THIS AREA HAVE DONE. BASICALLY BECAUSE THE POPULATION IN THIS AREA HAS DRAMATICALLY DROPPED

I CAN UNDERSTAND THE ENVIRONMENTALIST WANTING TO PRESERVE THIS AREA, BUT PEOPLE ARE BEING FORCED TO LEAVE BECAUSE THEY CANNOT MAKE A LIVING.

I CAN UNDERSTAND THE PROPOSAL TO BUILD HOMES AND OFFICE BUILDINGS, AND PARKS, BUT WHO IS GOING TO MOVE INTO THE HOMES AND WHAT BUSINESSES WILL LOCATE DOWN HERE? LOCAL BUSINESS'S ARE JUST BARELY HANGING ON NOW

I HAVE TO SUPPORT THE REDEVELOPMENT OF HAFB AS A COMMERCIAL AIRPORT BECAUSE IT WILL CREATE A HUB WHICH HOPEFULLY WILL BRING PEOPLE BACK INTO THE AREA

SINCERELY

JEAN GARMAN
27635 S W 165 AVE
HOMESTEAD, FL 33031

001384

NBC 6 /WTVJ
News Director Mr Tim Geraghty
316 N Miami Avenue.
Miami, FL 33128

305-374-6666 voice
305-789-4202 fax

www.nbc6.net

Dennis Jon Sytsma
19771 SW 280 St.
Homestead, Florida
33031-3204-05

305-246-1659 voice
305-334-2916 pager

sytsma@gzmc.com
http://home.gzmc.com/sytsma/

January 28th , 2000

RE News coverage of Homestead AFB reuse plans

Dear Mr Geraghty;

Congratulations for being named News Director of NBC 6 Miami. I am writing you to express my concern regarding news coverage being given the Homestead AFB reuse plan by the Television and print media

Many in the print and television media have covered this story as a **"Environmentalists vs. Proponents of the commercial airport" contest** Homestead Mayor Steve Shiver has gone as far to call opponents of the commercial airport reuse plan **"Environmental Terrorists"**. I have **lived the Redland agricultural area** northwest of Homestead **for over thirty years** I and many of my neighbors do not want the noise and congestion and urban development that a Homestead commercial airport would bring My family and I live in a small Avocado grove "farmstead" (home and farm collocated). I conclude that in time, Urban expansion from a Homestead and a Homestead commercial airport project would displace a thriving agricultural industry and cause a loss of employment for many in this industry.

This issue has driven neighbor against neighbor Many in agriculture would be happy to see urban development come to deep South Miami Dade **They would sell their farms and move elsewhere or retire** Urban development up to the borders of Everglades and Biscayne National Parks would be detrimental to the park experience and do harm to the water quality upon which the parks depend. The Homestead AFB site is **too near to hazards to aviation** such as sea birds from Biscayne Bay and the South Dade landfill and Turkey point Nuclear plant. **And it has yet to be proven that a Homestead Commercial airport would thrive** I can cite many examples of new airports that have been built at great expense to the taxpayers only to **become a burden and a embarrassment to political leaders who supported the projects** Unique domestic farm land in South Dade provide winter fresh fruits and vegetables **that would have to be imported if this industry is lost to urban development** A future overpopulated America may need continued agricultural production from the Redland farm area

Friday January 28 2000 1:03 PM To M J Jadick From Dennis Sytsma call for number Page 2 of 2

Page 2 of 2 News coverage of Homestead AFB reuse plans

The Dade County Farm bureau is often cited as supporting the Homestead Commercial airport plan. Please keep in mind that the Dade County Farm Bureau is only a insurance agency and is **not the voice of sustainable South Miami Dade agriculture**. I am not sure if there is one except for the U.S. dept. of Agriculture (USDA) Natural Resources Conservation Service(NRCS) and the Redland Citizens Association (RCA). The USDA/NRCS has responded to my letters stating they are also concerned over loss or Unique Domestic Farm Land in South Florida to Urban development, and provided information of federal regulations on the topic.

Recently I have been faxing information to elected officials and media hoping they would understand the need for "balanced reporting" on this very complex issue for the future of South Miami Dade, the National Parks, and winter domestic production of agricultural products for our nation. Please be patient with me and accept this information from me. I apologize if I faxed the same information twice to your news room. My computer address book had your fax number in it twice, and I have corrected this error. I did not intend to inconvenience your staff, and hope my errors will not bias your reporting to that unfavorable of the opposition.

It has been observed by many that Homestead Mayor **Steve Shiver** has used his office as mayor to lobby for the Homestead Commercial airport to the highest levels of our State and Federal government. Steve Shiver and his political friends I believe have interests in the commercial airport reuse plan **that will prosper even if the airport fails to thrive. Please help airport opponents who are not connected with environmental groups find our voice.** We are often drown out by Mr. Shiver **and his well connected political friends**. Please help keep the Redland **Rural and agricultural**.

Steve Shiver is calling opponents to the Homestead Commercial airport plan "Environmental Terrorists". **I am a tax payer, a voter, a home owner, a farmer, a father and husband.** I am not a terrorist. I am tired of **being terrorized by businessmen who think they have the right to undermine my quality of life for their interests**. The best interests of the United States must be considered in this decision. I hope you can present all aspects of this issue in your reporting. Thank you for considering my concerns in this matter.

Sincerely
Dennis Jon Sytsma

FAX TRANSMITTAL

001386

DATE: **February 29, 2000**

TO: US Air Force
FAX # **(703) 696-8828**
PHONE #

FROM: **Ellen R. Siegel, CLU, ChFC, CFP**
7355 SW 87th Avenue Suite 300
Miami, Florida 33173
Phone: **(305) 274-1600**
Fax: (305) 274-5002

RE: **SEIS for Homestead Air Force Base**

Number of pages including cover: 1

This registers my support of a federal land swap for oil and gas rights owned by Collier Resources Company, and my opposition to a major commercial airport, proposed by HABDI.

We are the custodians of a planetary jewel in the form of Everglades National Park; do not permit limited local economic interests to jeopardize a world class environment.

Thank you.

TOTAL P.01

001397

The Arthur R. Marshall Foundation &
The Florida Environmental Institute, Inc.
Everglades Restoration & Preservation in Perpetuity
Post Office Box 2620 · Palm Beach, Florida 33480
Phone (561) 833 3425 Fax 833 1441
JAMarsh@AOL.com www.ArtMarshall.org
http://Everglades.FIU.edu/Marshall

22 Feb Y2K

Homestead SEIS
AFBCA/EX
1700 N. Moore St. Suite 2300
Arlington, VA 22209-2802

Gentlepersons

For those developing the Homestead Supplemental Environmental Impact Statement (SEIS). Attached for re-entry into the record, is the Department of the Interior "EIS of the Big Cypress Swamp Jetport" - Sept. 1969, aka the "Leopold Report", after the "Washington DC coordinator" of the Report. The report was a product of a number of natural resource professional contributors, including the "Florida Report Coordinator" Arthur R. Marshall.

Apparently the authors had the foresight to see that the Big Cypress Jetport would be one of many challenges to environmental values for the sake of pushing development based on short-term economic gains for a few, while passing on the "bill" to the vast majority. Thus on page 11 the Big Cypress EIS authors note:

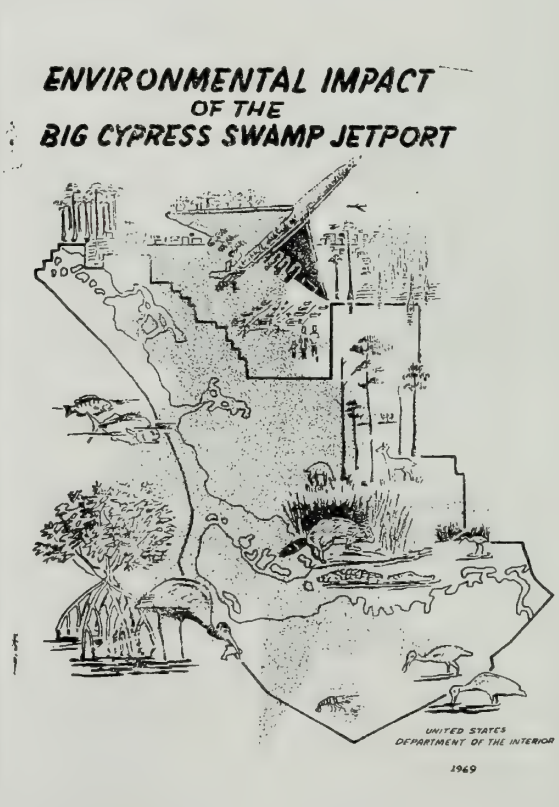
" This report attempts to indicated the nature of costs and benefits in terms of the broad and long-lasting environmental effects of the jetport plan. It is designed hopefully to point a direction of thinking which might also be used when considering developments of this magnitude in other areas. The relationship of the airport to the Everglades National Park [Biscayne National Park] is a problem typical of the impingement of technological development on special environmental features."

The Big Cypress EIS is provided in this general context. Emphasis is placed on the potential collateral development, and industrial pollutants that will have a long-lasting negative impact on ecological values that sustain the present economy and quality of life, not mutually exclusive eventualities. **Above all the decision reached from the Big Cypress EIS was that costs of the EI far outweighed the economic benefits of the Jetport; development was thereby limited, thus saving the ecosystem for the future.**

John Arthur Marshall
President/CEO

Attachment as noted

A 501(c) (3) non-profit organization founded for scientific and educational purposes, Everglades First!
Taking a Legend forward, balancing politics with science!



Lise Brenner
558 Henry Street
Brooklyn, NY 11231

001398

February 28, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street, Suite 2300
Arlington, VA 22209-2802

To whom it may concern:

I am writing to protest the proposed new commercial airport in south Florida. The proposed airport would have devastating effects upon the ecosystem and environment there, with adverse impact upon the Biscayne National Park, Everglades National Park, and Florida Keys National Marine Sanctuary. The airport and associated development would emit seven tons of toxic pollutants into the air every day. Lead, heavy metals, and other hazardous chemicals would wash into Biscayne Bay. Airplane noise and industrial sprawl would have devastating effects on park lands and wildlife. Any redevelopment of the former Homestead airbase must be fully compatible with protecting and restoring the ecological functions of the South Florida ecosystem, particularly any remaining open space and ALREADY PROTECTED national parks and marine sanctuaries. The mixed use alternative is the most preferable option in the SEIS and is more acceptable than the commercial airport, as it would be some combination of commercial, residential and other uses.

Thank you,

Lise Brenner

001405

2 March 2000

U S Air Force
AFBCA/EX
1700 N Moore St., Suite 2300
Arlington, VA 22209-2802

Dear Sir

I have lived in Homestead, Florida for more than 20 years and am very concerned about the transfer of the Homestead Air Force Base to Dade County and its HABDI representatives. Although the South Dade area needs economic regrowth, we also need to preserve the qualities of the area that are the reasons so many of us live here. A commercial airport will not do much to increase the lives and livelihoods of people in this area. The skilled jobs an airport will bring will be filled by people having those skills. South Dade has a preponderance of unskilled labor who would need extensive retraining to take advantage of the jobs the airport will purportedly provide. It is more likely that the agricultural jobs that these people depend on will be lost to development, and that skilled people moving into the area will further increase development pressure. Because this is the last relatively undeveloped area along the entire coastal corridor of southern Florida, anything that would change that balance is unwelcome except by those special interests that stand to profit from development. As the area around the base develops with warehouses and transportation corridors, where will we be able to continue raising the tropical fruits and winter vegetables that can be only be dependably grown here?

I don't believe the SEIS adequately addressed costs/benefits of the Collier/Hoover and the HABDI plans regarding the intangible quality of life issues. I understand it is difficult to measure the consequences of increased noise disruptions and smog from aircraft overflights, but I assure you that many of us south Dade residents choose not to live near Miami International Airport for that reason. Furthermore, my family and I will continue the flight of middle-class families from this area if an airport is built. We have enough experience with big-city traffic, and with the political corruption associated with Miami International, to want it to visit our home. I support the mixed-use Collier-Hoover Plan for development because I believe it will provide the region with the economic boost it needs, and with the least amount of effect on the rural character of the area. In particular, I believe that plan will develop the air base in a manner that will not harm the neighboring National Parks. Further, the construction of hotels, aquarium, and golf course can be done faster than the development of a commercial airport run by a group with no track record in doing so. Please make the choice that will protect the nation's parklands while giving us a viable alternative for our future – the Collier-Hoover Plan.

Ana R. Lofius 1759 NW 20 St.
Homestead, FL 33030
Ana R Lofius

Cc: Senator Bob Graham

001407

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/29/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I strongly OPPOSE THE CREATION OF A LARGE COMMERCIAL AIRPORT AT HOMESTEAD, FLA.

THE ENVIRONMENTAL DAMAGE TO THE EVERGLADES AND TO THE SURROUNDING AREA INCLUDING FLORIDA BAY IS TOTALLY UNACCEPTABLE.

THE DAMAGING EFFECT ON THE LIVES AND PROPERTY ON THE LOCAL COMMUNITY WOULD BE DEVASTATING.

THE MIXED USE PLAN HAS FEW OBJECTIONS AND COULD BE IMPLEMENTED RAPIDLY.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: MARCY ALLMAN
ADDRESS/DIRECCIÓN: 114 FIRST ST.
CITY/CIUDAD: KEY LARGO
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FLA 33037

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

Se publicarán sus comentarios en el SEIS FINAL. Favor de no incluir su dirección personal si no desea que esta aparezca en el SEIS FINAL. El hecho de proporcionar esta información es considerado como su consentimiento para publicarla

Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

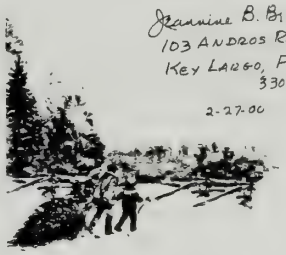
001409

I hope that your plan for the airport in Homestead will not be pursued. The horrible damage to the Everglades and Biscayne State Park has to be taken into account. These are our National Parks and we do not want them destroyed or damaged. The Hoover-Collier Plan is a much better solution. I beg you to re-consider. The keys are also involved in this decision and we are hopeful that you will change your plans.

Sincerely -

Jeannine B. Brown
103 Andros Rd
Key Largo, FL
33037

2-27-00



001410

2-27-2000

Dear Sir.
Please support the Collier/Hoover Air Force Base plan.
This is an area that once spoiled can never be replaced.
I enjoy spending vacations in this area and hope that generations to come can and will do the same
Thank you.
Sincerely,
Elizabeth B. Whaley
13884 Gladeck Lane
Crosslake, Mn. 56442

001411

Homestead Draft SEIS
AFBCA/PA
1700 N. Moore Street
Suite 2300
Arlington, VA 22209-2802

Feb. 26, 2000

Eric B. Nelson
1736 NE 8th Street
Apt. B
Homestead, FL 33033-4606

I would like to state that I DO NOT support the development of the former Homestead Air Force Base into a commercial airport. The resulting increase in noise from daily jet takeoffs and landings will significantly reduce the quality of life in the Homestead, FL area Also the increased pollution from jet fuel and exhaust may damage the aquatic life of Biscayne National Park. I do support the proposal by Collier-Hoover to develop a national aquarium, golf course, office park, and recreational area at the former Homestead Air Force Base. I believe that the Collier-Hoover proposal will be the most environmentally sound, provide thousands of new jobs, and bring thousands of tourist dollars to the local economy.

Sincerely,
Eric Nelson
Eric Nelson

Mrs Emile A. LeGros
12 Angelfish Cay Dr., Ocean Reef Club
Key Largo, Florida 33037

001412

February 26, 2000

Homestead SEIS, AFBCA/EX
1700 North Moore St. Suite 2300
Arlington, Va. 2209-2802

Gentlemen:
I am writing you to vigorously oppose turning the current Homestead Air Reserve Base into a major commercial airport. The group is known as HABDI.
I strongly favor awarding custody of the air base to the Collier/Hoover Group which is friendly to the environment, yet will still provide the thousands of jobs the Miami-Dade community seeks. As a widow living in my well-loved home in Ocean Reef, I dread the prospect of the SEIS study coming into completion - of 500 commercial size airplanes including jumbo jets - flying over and around me every day and night. I have worked hard for this peace and quiet and pray it will not be taken away from me.
I thank you for your time and consideration of this plea.
Very sincerely,
Francke LeGros (Mrs. E. A.)

M.K. BUHLER
4321 Pompano Dr S.E
St. Petersburg, FL 33705
(727) 895-1468

Freelance Writer

001413

February 27, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street, Ste 2300
Arlington, VA 22209-2802

To Whom it may Concern

As a member of NPCA and Sierra Club, I urge you to reject the proposal to build a commercial airport at the former Homestead site A commercial airport to serve Miami will create too much pollution too close to a big, already polluted city, bringing pollution levels to an unacceptable level over a much wider area and adding the factor of noise pollution

Any development plan in this area must be compatible with protecting and restoring the South Florida ecosystem that is part of the Everglades to which this land belongs As plans are moving to bring back the Everglades to as near as pristine condition as is possible for man to do, it serves no possible interest to further despoil any part of this area The presence of an airport has a price South Florida cannot afford Of the plans envisioned for this area, the "mixed use" with its lower environmental impact is the most acceptable Please favor this one over a commercial airport.

Thank you for your attention, and please advise me of your decision

Yours truly,
Melissa K Buhler
Melissa K. Buhler

cc Senators Bob Graham, Connie Mack
Rep C W Young (St. Petersburg)

001416

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: FEB 28, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

THE EVIDENCE I HAVE SEEN INDICATES THAT MONEY FOR JOBS WILL COME IN FASTER AND THE ADJACENT NATIONAL PARKS PRESERVED IF THE HOOVER - COLLIER PLAN (OR SIMILAR) IS ADOPTED FOR YOUR PROPERTY, RATHER THAN THE LONG-DRAWN-OUT DESTRUCTIVE PROGRAM OF A COMMERCIAL AIRPORT AT HOMESTEAD, FL

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: DAVID BROWN
ADDRESS/DIRECCIÓN: 103 ANDROS RD
CITY/CIUDAD: KEY LARGO
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33037

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

Se publicarán sus comentarios en el SEIS FINAL. Favor de no incluir su dirección personal si no desea que esta aparezca en el SEIS FINAL. El hecho de proporcionar esta información es considerado como su consentimiento para publicarla

Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

001417

Date: 2/28/00

To: Homestead SEIS
AFBCA/EX
1700 N. Moore Street
Suite 2300
Arlington, VA 22209-2802

FAX: (703) 696-8828

From:

Name: Marion Hoffman

Address: 3 Glenwood Road P.O. Box 183

City/State/Zip: Ellington, CT 06029

I vacation in Homestead and do not want the noise pollution that is so unnecessary! Please don't ruin the area

I am writing this letter to tell you that I support the Collier/Hoover mixed use development plan for Homestead Air Force Base. The Collier/Hoover mixed use alternative development offers a partnership between the environment and the economy. Through creation of a visitor attraction, educational facility and business center, the project will bring jobs and dollars to South Dade without harming the national parks. Please support this proposal.

Sincerely,

Marion W. Hoffman

001422

U S Air Force
AFBCA/EX
1700 N Moore Street, Suite 2300
Arlington, VA 22209-2802

RE: Homestead Air Base Decision, Miami-Dade County, Florida

To Whom it May Concern:

I am a long-time resident of Miami-Dade County. I have no connection with any of the proposed developers of the property whatsoever

There has been tremendous development of this area, with much loss of farm land and clean air is in danger The Biscayne Acquifer, as well as other water sources has deteriorated, particularly in the Everglades This is not just a local problem—the Everglades and its water resources cover a lot of South Florida. The Florida Keys are also deteriorating, with Biscayne Park a precious resource for our nation, as the last vestige of living reef.

Therefore, I am vigorously opposed to the development of the Air Base as an airport. The alternate plan of homes, business, and recreation appears to be the best solution; with, of course, keeping the present use of part of the site for the Air Force and US Customs, etc.

Very truly yours,

Ann S. Dickhaus

Ann S. Dickhaus
5855 S W. 91 Street
Miami, FL 33156

001425

Date: Feb-25-2000

To: Homestead SEIS
AFBCA/EX
1700 N. Moore Street
Suite 2300
Arlington, VA 22209-2802

FAX: (703) 696-8828

From:

Name: Joan Replogle

Address: 1312 East Ridge Village Dr.

City/State/Zip: Miami FLA 33157

I am writing this letter to tell you that I support the Collier/Hoover mixed use development plan for Homestead Air Force Base. The Collier/Hoover mixed use alternative development offers a partnership between the environment and the economy. Through creation of a visitor attraction, educational facility and business center, the project will bring jobs and dollars to South Dade without harming the national parks. Please support this proposal.

please - no airport & not do damage to our Everglades National park and Biscayne Park

Sincerely,

Joan Replogle

001426

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: FEB. 19, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

A COMMERCIAL AIR BASE CANNOT BE BUILT ON THE PROPERTY SO CLOSE TO TWO NATIONAL PARKS, THE EVERGLADES AND BISCAYNE NATIONAL PARK. THE NOISE AND POLLUTION WOULD BE INJURIOUS TO THE WILDLIFE, AND TO THE GROWING PLANTS. THE ROAR OF THE PLANES WOULD DISTURB THE NESTING AND THE RESTING OF THE BIRDS. THE FUMES AND MICROSCOPIC DISCHARGE FROM THE FUEL CONSUMPTION WOULD HAVE A BAD EFFECT ON THE REPTILES AND AMPHIBIANS, AS WELL AS THE ENVIRONMENT. THE PEACE AND TRANQUILITY OF PARK VISITORS WOULD BE DISTURBED.

ADDITIONALLY, THE FACT THAT THERE WAS NO ENVIRONMENTAL IMPACT STUDY DONE BEFORE MAKING PLANS FOR THE COMMERCIAL USE OF THE LAND IS A VIOLATION OF THE LAW. ALSO THE INEVITABLE EXPANSION OF THE FACILITIES WILL EXACERBATE THE ABOVE-LISTED MARK.

ALSO, THE FACT THAT THERE WAS NO OPEN BIDDING ON THE DISPOSITION OF THE PROPERTY WAS NOT IN THE BEST INTEREST OF THE COMMUNITY AND THE TAXPAYERS.

TAXPAYERS AND VOTERS ARE TIRED OF THE GRAFT AND CORRUPTION IN THE WAY BUSINESS IS DONE HERE IN SOUTH FLORIDA AND WANT DECISIONS MADE IN THE BEST INTEREST OF THE CITIZENS, AND FOR THE WELFARE OF FUTURE GENERATIONS. THIS MEANS AN END TO GIVE-AWAYS TO SPECIAL INTERESTS AND AN END TO THE DESPOILING OF THE AREAS OF PUBLIC PARKS AND OPEN SPACES FOR THE PROFIT OF A FEW WITH POLITICAL CONNECTIONS.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MAS ESPACIO****

NAME/NOMBRE: MARY FRANCES MACDONALD HAYNES Mary Frances MacDonald Haynes
ADDRESS/DIRECCIÓN: 7960 S. W. 53rd COURT
CITY/CIUDAD: MIAMI, FL. 33143-5837
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL. 33143-5837

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

001432

Date: 3-1-00

To: Homestead SEIS
AFBCA/EX
1700 N. Moore Street
Suite 2300
Arlington, VA 22209-2802

FAX: (703) 696-8828

From:

Name: Kirk and Patricia Anderson
Address: c/o 17634 SW. 83rd Ct. 9.31 Fairways. Homestead FL 33030
City/State/Zip: Miami Fl. 33157

Support long term investments - don't destroy the current tourism industry

I am writing this letter to tell you that I support the Collier/Hoover mixed use development plan for Homestead Air Force Base. The Collier/Hoover mixed use alternative development offers a partnership between the environment and the economy. Through creation of a visitor attraction, educational facility and business center, the project will bring jobs and dollars to South Dade without harming the national parks. Please support this proposal.

Sincerely, Kirk Anderson
Patricia Anderson

001433

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2-22-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

We believe that the Collier-Hoover plan would be the best for the area. This type of plan would create a lot of new families in will bring to Homestead with the business will be the greatest benefit with the least negative impact on our precious environment. We strongly urge you not to allow a commercial airport to go in.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MAS ESPACIO****

NAME/NOMBRE: Jerry and Gail Reed
ADDRESS/DIRECCIÓN: 10 Country Club Rd
CITY/CIUDAD: Key Largo
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Fla 33037

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Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

001434

5480 Wisconsin Avenue, #712
Chevy Chase, MD 20815
2/25/00

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

Gentlepersons:

It concerns me to learn that developers are trying to push through a proposal to build a major international hub airport, one that would rival Miami International. I strongly oppose this and would like to share with you my reasons:

1. The airport and associated development would emit seven tons of toxic pollutants into the air every day. Lead, heavy metals, and other hazardous chemicals would wash into Biscayne Bay.

2. Airplane noise and industrial sprawl would have devasting effects on adjacent park lands and wildlife.

3. Any redevelopment of the former Homestead airbase must be fully compatible with protecting and restoring the ecological functions of the South Florida ecosystem, particularly any remaining open space and already protected national parks and marine sanctuaries.

4. The mixed-use alternative is the most preferable option in the SEIS, and is more acceptable than the commercial airport, as it would be some combination of commercial, residential and "other" uses.

We must protect national treasures like the Everglades!!

Sincerely,

Cecile Greif
Cecile Greif

001436

Date: 2/23/2000

To: Homestead SEIS, AFBCA/EX
1700 N. Moore St. Suite 2300
Arlington, VA. 22209-2802

From: A M Kissam

Name:

Address: 222 N.E. 15 ST.

City/State/Zip: Homestead, FL. 33030

I am writing this letter to tell you that I support the Collier/Hoover mixed use development plan for Homestead Air Force Base. The Collier/Hoover mixed use alternative development offers a partnership between the environment and the economy. Through creation of a visitor attraction, educational facility and business center, the project will bring jobs and dollars to South Dade without harming the national parks. Please support this proposal.

Sincerely,

Annie May Kissam,
an 80 year resident in the flight pattern, please do not allow the air I breathe to again become pollutted -

001437

49 Castle Hill Terrace
Pottsboro TX 75076-4862
February 25, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street, Suite 2300
Arlington, VA 22209-2802

Dear Sirs,

Please save our wonderful Everglades and Biscayne National Park! We urge you to NOT allow the proposed international hub airport, and other development of the old Homestead Air Force Base.

This new airport and associated development would emit tons of toxic pollutants into the air. .as well as hazardous chemicals and heavy metals that would wash into Biscayne Bay The noise and industrial sprawl would be a disaster for the nearby parklands and wildlife

Please, only allow redevelopment of the former Homestead airbase that will save and protect and restore the ecological functions of the South Florida ecosystem. We must put the highest priority on the protection of the national parks and marine sanctuaries in this State.

The mixed-use alternative is the most preferable option in the SEIS This would give the greatest protection for these already endangered and troubled ecosystems.

We OPPOSE THE PROPOSED COMMERCIAL AIRPORT

Sincerely,

Beth + Gene Bowling

Beth and Gene Bowling

001438

Feb 25, 2000

Homestead SEIS AFBCA/EX
1700 N Moore St Suite 2300
Arlington, Va 22209-2802

Dear Sir:

This letter is to inform you that I support the Collier/Hoover mixed use development plan for Homestead Air Force Base and adamantly oppose the alternate use as a regional cargo airport.

As I understand it, from attending many of the meetings, the Collier/Hoover plan would keep everything on a Federal Level. The alternate airport would revert the land to the County, manufacturing monetary corruption to the local politicians and HABDI.

The idea of a regional cargo airport with the proximity to the national parks and the Turkey Point Nuclear Plant seems totally absurd if not bordering criminal.

Please support the Collier/Hoover plan and enhance the community. Kudos to District #9 Commissioner Katy Sorenson.

Ronald C. Dutton
2355 SE 7th Place
Homestead Fl 33033

Sincerely
Ronald C Dutton
305-230-9761

001441

HMSTD Draft S.E.I.S.
AFBCA-EX 1700 North Moore St.
Suite 2300
Arlington, Va. 22209-2802

To Whom It May Concer:

We do not want the Homestead Air Force Base to be converted to a commercial airport. We are strongly in favor of the Hoover/Collier Mixed Use Plan.

Sincerely,

Gina Barbarino

John & Gina Barbarino
14 North Bridge Lane
Key Largo, Fl. 33037

HMSTD Draft S.E.I.S.
AFBCA-EX 1700 North Moore St.
Suite 2300
Arlington, Va. 22209-2802

001442

To Whom It May Concer:

We do not want the Homestead Air Force Base to be converted to a commercial airport. We are strongly in favor of the Hoover/Collier Mixed Use Plan.

Sincerely,

Art & Nancy Dimsdle
24 North Bridge Lane
Key Largo, Fl. 33037

Date: Feb 27, 2000

001443

To: Homestead SEIS
AFBCA/EX
1700 N. Moore Street
Suite 2300
Arlington, VA 22209-2802

FAX: (703) 696-8828

From:

Name: Betty B. Brooks

Address: 162 S.E. 27th Dr.

City/State/Zip: Homestead, Fl. 33033

I am writing this letter to tell you that I support the Collier/Hoover mixed use development plan for Homestead Air Force Base. The Collier/Hoover mixed use alternative development offers a partnership between the environment and the economy. Through creation of a visitor attraction, educational facility and business center, the project will bring jobs and dollars to South Dade without harming the national parks. Please support this proposal.

Sincerely,

Betty Barton Brooks

Please remember that the nuclear power plant is less than 5 miles from the base.

Feb. 26, 2002

Robert B. Lincoln
42 Anchor Drive, Unit A
Key Largo, Fla. 33037

001444

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, Va 22209-2802

Re: Homestead Air Base

Dear SEIS Contact:

We (my wife and I) are residents of North Key Largo at the northern tip of the Florida Keys, close to Biscayne and Everglades National Parks. We grew up in northern cities, with all their noise and pollution, and retired 18 years ago to the Keys to enjoy the peace and quiet and unpolluted air and water that prevail here. We especially love the national Parks and don't want them harmed in any way.

We understand that there is a proposal to turn the Homestead Air Force Base into a commercial airport. We understand also that there is an alternate proposal that would turn the Air Base into a mix of commercial and residential property.

The Homestead area needs jobs and tax revenue. Both plans provide that, in approximately equal amounts, the alternate plan sooner and faster. The airport plan creates noise, pollution and damage to the environment. The alternate plan has none of these drawbacks. For these reasons we feel, very strongly, that the alternate plan is the proper choice. We hope you will agree with us.

Sincerely,

Robert B. Lincoln

cc: V.P. Al Gore
: Interior Sec. Bruce Babbitt
: Def. Sec. W. S. Cohen

001449

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/24/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

To Whom It May Concern/
I believe the environmental impact of a cargo airport would adversely affect the quality of life in South Dade County. I believe the space jet trail plant would just about destroy the coastal waters to the east, the wetlands to south, west & northwest. I think the location of a nuclear power plant is much too close and poses a real threat. Please remember we have been under a real immigration explosion and are now politically being controlled by the Latin American Builders Assoc. So the only good land is developed land. I ask you to take your time and reconsider all the variables and render a decision that put quality of life before the dollars. Homestead unemployment rate is 5% anyone

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: James Nall
ADDRESS/DIRECCION: 30605 SW 217 Ave
CITY/CIUDAD: Homestead, Fl
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33030

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

Se publicarán sus comentarios en el SEIS FINAL. Favor de no incluir su dirección personal si no desea que esta aparezca en el SEIS FINAL. El hecho de proporcionar esta información es considerado como su consentimiento para publicarla

Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX. 703-696-8828

who wants a job and is employable can get a job. Tourism in Dade County is Eco Tourism, This Airport would put a end to that. I believe the Collier/Hoover Plan is a desirable Alternative, and good model for future development of Dade County (God Knows we need that). I have dived the waters in Biscayne National Park for the last 38 years, now I want my children to know the wonders I've seen. The water quality is under attack by developers, run off, sewer, pesticides, fertilizers, shipping, cargo and cruise liners, and yachts, speed boats. The majority of our community is blinded by politics. Please help save my community.

Sincerely James Neff

001452

Homestead SEIS
AFBCA/EX
1700 North Moore St. Suite 2300
Arlington VA 22209-2802

Sirs,

Our visit to Florida was wonderful - we enjoyed Keys & Everglades especially.

I am very concerned about the proposed new airport at Homestead Air Force Base & its closeness to Biscayne National Park (2 miles) and Everglades NP Park & Florida Keys Marine Sanctuary (10 miles).

The airport & development will emit into the air 10 tons of toxic pollutants including lead & heavy metals that would wash into the Bay. Noise pollution would have detrimental effects on parks. Any development must protect the ecology of the surrounding parks. The mixed-use alternative seems the preferable option in the SEIS.

Thank you.

Joan King

Ms. Jannette King
4251 Calgary Way
Livermore, CA 94550-3414

001455

Elias Lopez
11965 S.W. 268 Terrace
Homestead, Florida 33032

20 February, 2000

U.S. Air Force
Homestead SEIS
AFBCA/EX

As a retired Air Force member I want to voice my opposition to the proposed Homestead commercial airport. The conversion of the Air Force Base to a commercial cargo airport will bring disastrous results to South Florida.

My first assignment in the Air Force was Homestead A.F.B. in August of 1960. At that time B-47's and B-52's flew out of here, later on converting the flying mission to tactical aircraft.

I remember the pristine beauty of South Florida, particularly the Everglades. I spent three wonderful years enjoying the beautiful clean beaches, Biscayne National Park, and the Everglades.

Forty years have passed. I have seen the degradation of this once beautiful area turn into a nightmare of traffic jams and unregulated urban sprawl.

The proposed airport will affect a large number of birds and other animals endangered or threatened who live around the air base. With the proposed airport, Biscayne Bay and other habitat will become polluted from hazardous runoff and air emissions with a large number of projected overflights daily. The noise in my neighborhood will increase tremendously. The heavy traffic of cargo trucks on Moody Drive and the Florida turnpike will increase, bringing down property values of housing communities surrounding the air base. Worst of all, the proposed cargo airport increases the chance of a plane crashing into the nearby Turkey Point nuclear power plant. An accident of a plane crashing at the nuclear power plant will have tremendous consequences for South Florida and the entire state of Florida.

I implore you to do everything in your power to prevent special interests from developing the base into a commercial airport. If the special interests are so concerned about creating thirty thousand jobs let them look elsewhere and bring clean industry to this area.

Respectfully Yours,
Elias Lopez

001456

February 28, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

Subject: SEIS: Opposing The Proposed Commercial Airport

To Whom It May Concern:

Please do not built this airport!! It would have devastating effects on Biscayne National Park just 2 miles away, and Everglades National Park and Florida Keys National Marine Sanctuary, both just ten miles distant. Please review the following arguments why the airbase should not be developed:

1) The airport and associated development would emit seven tons of toxic pollutants into the air every day. Lead, heavy metals, and other hazardous chemicals would wash into Biscayne Bay.
2) Airplane noise and industrial sprawl would have devastating effects on adjacent park lands and wildlife.
3) Any redevelopment of the former Homestead airbase must be fully compatible with protecting and restoring the ecological functions of the South Florida ecosystem, particularly any remaining open space and already protected national parks and marine sanctuaries
4) The mixed-use alternative is the most preferable option in the SEIS, and is more acceptable than the commercial airport, as it would be some combination of commercial, residential and "other" uses.

Thank you for taking the time to read this.

Sincerely,

Sarah Fox Elmer

Sarah Fox Elmer
1351 Oneco Avenue
Winter Park, FL 32789

001458

24 Dockside Lane #425
Key Largo, Florida 33037
February 28, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street, Suite 2300
Arlington, Virginia 22209/2802

Dear Sirs:

I am very gravely concerned at the Air Force's apparent complicity in allowing a major commercial airport to be built at the former Homestead Air Force base. Handing this site to Miami/Dade for this purpose smacks of the willfully obtuse when the Department of the Interior, the U.S. Environmental Protection Agency, and many well-regarded environmental groups such as the Sierra Club oppose such a move. Perhaps if it were the only solution for a community needing jobs one could understand such a proposal, but a perfectly viable mixed use solution has been proposed by the Collier-Hoover group. This mixed use plan would provide good jobs, and would preserve existing residential and agricultural areas from the estimated 7 tons of nitrates and other pollutants which would descend on our heads each day, not to mention the incredible noise from over 600 flights daily and the unbelievably ugly industrial sprawl that must accompany such an airport. South Dade and Monroe county depend on eco-tourism a great deal for income _ how many eco-tourists does one find close to the existing airport in Miami? Many jobs will be lost when the natural beauty and tranquillity of the area which attract vacationers are things of the past.

We all greatly fear for the viability of the two national parks that are adjacent to this proposed mega-mistake...Biscayne Park and Everglades Park. A third park, Pennycamp Reef State Park, lying off Key Largo, is the only coral reef in U.S. waters and currently is in a very fragile condition; one can only imagine what 7 tons of pollutants a day would do to such a unique place! Once these national treasures are gone there is no going back to retrieve them...the federal government is going to try to replumb the Everglades at a cost to taxpayers of several billions of dollars with no assurance of success. Best not to make these mistakes in the first place. And best not to spend billions if the Air Force is going to contribute to the further degradation of the Everglades and Biscayne Bay.

Finally I would call to your attention the stunning ineptitude of the Miami/Dade commission in running the airport they already have at Miami International...$6,000,000 a piece for toilets and a new tower that air traffic controllers have pronounced unsafe and unworkable. The graft, cronyism, and corruption have been a local scandal for some time. Now the commission wants to hand this property to a group of local builders who have never built an airport. It strikes me as the blind leading the blind. It also strikes me as a shady back-door deal of the worst sort, perhaps not illegal but but certainly morally bankrupt and greedy to the Nth power.

For all the above reasons I strongly urge the Air Force to support the Collier-Hoover mixed use plan for the Homestead Base. Do the right thing, gentlemen.

Thank you for your attention.

Most sincerely,

Anne S. Anderson

Anre S. Anderson

001460

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/20/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I STRONGLY OPPOSE THE PROPOSAL TO ESTABLISH A LARGE COMMERCIAL AIRPORT AT THE HOMESTEAD AIRBASE SITE. THE ENVIRONMENTAL IMPACT ON THE EVERGLADES AND THE BAY WOULD BE CATASTROPHIC. IN ADDITION, THE EFFECT ON THE LIVES AND PROPERTY OF THE SURROUNDING AREA WOULD BE INTOLERABLE. BOTH THE SECRETARY OF THE INTERIOR AND THE DIRECTOR OF THE EPA OPPOSE IT. AS SHOWN BY A HARRIS POLL JUST RELEASED, A LARGE MAJORITY OF THE LOCAL COMMUNITY OPPOSE IT. THE LOCAL POLITICIANS ARE THE ONLY STRONG SUPPORTERS OF THIS EFFORT. I WOULD SUGGEST THAT THEIR FERVENT INTEREST MAY BE UNDERSTOOD BY LOOKING AT MIA, WHICH IS A MONUMENT TO INCOMPETENCE AND CORRUPTION.

IN ADDITION TO THE ABOVE, THERE IS AN ACCEPTABLE ALTERNATIVE. THE MIXED USE PROPOSAL WOULD CAUSE MINIMAL ENVIRONMENTAL DAMAGE, AND WOULD FACE LITTLE OR NO OPPOSITION.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: ROBERT KILBY
ADDRESS/DIRECCIÓN: 37 MOURINGS UNIT A
CITY/CIUDAD: KEY LARGO
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33037

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Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX. 703-696-8828

001461

JOHN T. KREITLER

429 SECOND STREET
ANNAPOLIS, MARYLAND 21403
TELEPHONE 410-263-1544

February 28, 2000

Homestead SEIS
AFB - EX
17 North Moore
Suite 2300
Arlington, VA 22209-2802

Gentlemen:

I just recently heard about the sale of Homestead Air Force Base to either a commercial group to build a new jet airport or a development group to improve the working and living conditions for southern Florida residents.

As one who has seen what pollution has done to Chesapeake Bay, I am shocked that you would even consider an airport with maybe 250,000 jet flights per year next to an environmentally sensitive area like Biscayne Bay and the Everglades.

I voice my opinion as a concerned citizen that you vote in favor of the mixed use plan since it will give equally to the area in economic gains without the major noise pollution, air pollution and water pollution.

Sincerely,

John T. Kreitler

cc: Mr William Clinton
Mr Albert Gove
Mr George W Bush
Mr John McCain
Mr William Bradley

001462

113 Pinecrest Rd.
Durham, NC 27705

2/29/00

Homestead SEIS
AFBCA/EX
17 N. Moore St
Suite 2300
Arlington, VA 22209-2802

Dear Sir

We would like to go on record as formally opposing the proposed commercial airport at Homestead in Florida. Clearly such a development would be another of a seemingly endless string of cumulative impacts to the Everglades and Biscayne national parks. There can be no doubt that a commercial airport would create major noise pollution, plus air and water pollution. Of the alternatives proposed in the SEIS, the mixed-use alternative makes the most sense. In any case, redevelopment of the former Homestead base should be very carefully designed to minimize impact on the south Florida ecosystem.

Thank you for your attention

Sincerely yours,

Denny O'Neal and Helen Drivas

001463

3343 Aberdeen Rd.
Shaker Heights, Ohio
44120

February 29, 2000

Homestead SEIS; AFBCA/EX
1700 North Moore Street, Suite 2300
Arlington, VA 22209 - 2802

Dear Sir:

I am very concerned about the proposals for the southern Florida airfield, because they would result in seven tons of toxic pollutants every day, with heavy metals being washed into Biscayne Bay. Airplane noise and industrial sprawl would devastate the parklands and wildlife in this area. Mixed-use alternatives are the most preferable option, with some combination of commercial, residential, and "other" uses. Thank you for your consideration.

Sincerely,
William G. Schuman
William G. Schuman

2/27/00

001465

To whom it may concern:

URGENT! SAVE THE EVERGLADES - STOP THE AIRPORT:

1)
The airport and
associated development would emit seven tons of toxic
pollutants into
the air every day. Lead, heavy metals, and other
hazardous chemicals
would wash into Biscayne Bay

2) Airplane noise and
industrial sprawl
would have devastating effects on adjacent park lands
and wildlife.

3) Any redevelopment of the former Homestead airbase
must be fully
compatible with protecting and restoring the
ecological functions of
the South Florida ecosystem, particularly any
remaining open space
and already protected national parks and marine
sanctuaries.

4) The
mixed-use alternative is the most preferable option in
the SEIS, and
is more acceptable than the commercial airport, as it
would be some
combination of commercial, residential and "other"
uses.

Thanks in advance,

I remain: Leslie St. Pierre

3103-9th St West-Lot # 33
Bradenton, Fl 34205-6969

Leslie St Pierre

001469

Pat and John Stacy
2540 S.E. 7th Place
Homestead, Florida 33033

I really resent propaganda being enclosed in my utility bill. I am opposed to the proposed airport and hope it is never developed. The Collier plan is much more environmentally sound for this ecological area —

Mr. P. Stacy

Political Garbage

Community Information

February 2000

Activities and Events in the City of Homestead

A time for action – Homestead needs a commercial airport now

Almost five years ago, after a comprehensive "final" environmental study the Air Force approved Miami Dade County's proposal to develop a commercial airport at Homestead Air Force Base

But before the airport development plan could be executed environmental groups who were largely silent up to that point, demanded, and got, the government to initiate a "supplemental" environmental study which has forced a 6-year delay in the process of airport development.

The residents of Homestead have continued to wait and hope that government leaders -- from President Bush to President Clinton -- would deliver on the "rapid" redevelopment and job promises they made after Hurricane Andrew devastated our region in 1992 Since then, far from moving on redevelopment, the government has removed its major military mission from Homestead and allowed an unprecedented, lengthy review process to deny our citizens badly needed jobs

As we begin the new year, however, a ray of hope has entered our lives After almost 24 months of analysis, the USAF and FAA, as co-lead agencies, released their long-awaited "supplemental" draft environmental impact study on the conversion of Homestead Air Force Base

This document deserves all of our support because it signals that vital agencies of our national government have recognized the plight of the poor, the unemployed and underemployed residents of our community

This extensive federal study, produced by leading experts, confirms that we do need a commercial airport in South Dade to relieve the enormous capacity pressures that future air transport demands will impose upon the region.

It reaffirms what our county aviation and FAA planners have determined after careful study -- that Homestead is the only viable and feasible site for that airport For those who have lived in despair that jobs would be delayed indefinitely, the report conclusively shows that an airport at Homestead holds the promise of over 38,000 long-term, high paying jobs for our residents.

Residents in the region, and many more who were born and raised here value our clean air and clean waters and the experiences that ourselves and our children enjoy when we visit our nearby national parks.

We do not need any lectures from the self-styled environmental protectionists on how we ought to fulfill our responsibilities to safeguard the land and water resources that have formed part of our daily lives.

So we were pleased to see that this new report, which cost the taxpayers millons of dollars, has concluded once more that an airport at Homestead is environmentally sound and that the natural assets of the parks can be preserved based on one of the most comprehensive water quality and noise studies ever conducted in an environmental impact statement.

Hearings on the draft environmental impact statement were held in the beginning of February, but citizens who missed these meetings will still have a chance to make their opinions heard Letters may be written by residents voicing their support of the SEIS report and the development of a commercial airport at the Homestead Air Reserve Base by March 14, 2000. Please send correspondence to,

Homestead Draft SEIS
AFBCA/PA
1700 N. Moore Street, Suite 2300
Arlington, VA 22209-2802

With the support of the thousands of residents of South Dade who want to see their hopes and dreams realized after all these years of waiting and enduring broken political promises, this project will become a reality The time for action is now We urge all of the residents of the area to join in this effort

IMPORTANT PHONE NUMBERS

Police Emergency	911
Police Non-emergency	305-247-1535
Utility Outages	305-247-7313
City of Homestead	305-247-1801

We're on the Web! http://ci.homestead.fl.us

City Council meetings are held at 7:00 PM on the 1st & 3rd Mondays each month in City Hall Council Chambers. For current schedule of meetings, call 247-1801, extension 334.

Informacion a la Communidad

Febrero de 2000

Actividades y Eventos en la Ciudad de Homestead

Es el momento de tomar acción - Homestead necesita un aeropuerto comercial ahora

Hace casi cinco años, después de un profundo estudio del medio ambiente, la Fuerza Aérea aprobó la propuesta del Condado de Miami-Dade para desarrollar un aeropuerto comercial en la Base Aérea de Homestead.

Pero antes de que el plan de desarrollo del aeropuerto pueda iniciarse, grupos en pro del medio ambiente que se habian mantenido en silencio hasta ese momento, exigieron y obligaron al gobierno a iniciar un estudio "suplementario" que ha detenido la obra del aeropuerto por 6 años

Los residentes de Homestead han continuado esperando y esperanzados con que los líderes del gobierno -- desde el Presidente Bush hasta el Presidente Clinton -- brinden su pronto apoyo para que se re-inicie este proyecto y todos los puestos de trabajo que éste prestara a nuestra region que quedo tan devastada luego del huracan Andrés en 1992

Desde entonces, lejos de re-iniciar el proyecto, el gobierno ha sacado su gran misión militar de Homestead y ha apoyado al desempleo, negando a los residentes de Homestead sus muy necesarios puestos de trabajo

Al iniciar el nuevo año, sin embargo, un rayo de luz y esperanza brilla de nuevo en nuestras vidas. Luego de casi 24 meses de análisis, el USAF y FAA, como agencias de comun liderazgo, revelaron los resultados del "famoso" y muy esperado estudio suplementario de impacto al medio ambiente acerca de la conversión de la Base Aérea de Homestead

Este documento merece todo nuestro apoyo porque señala que las agencias mas importantes de nuestro gobierno nacional han reconocido las necesidades de los pobres, los desempleados y los sub-empleados residentes de nuestra comunidad

Este extenso estudio federal, producido por expertos, confirma que si necesitamos un aeropuerto comercial en el Sur de Dade para aliviar la enorme presión que el futuro de la aviación impondrá en nuestra región.

El resultado del estudio también reafirma lo que los expertos en aviación y los que trazan los planes de la FAA han determinado en su estudio-- Homestead es el único sitio factible y propicio para el nuevo aeropuerto Para aquellos que han vivido en desesperación por el atraso de los nuevos puestos de trabajo, el reporte nos da un alentador resultado de que el nuevo aeropuerto promete puestos de trabajo bien remunerados disponibles para 38,000 personas a largo plazo.

Residentes de la región, y muchas más personas que nacieron y crecieron aquí, valoran la limpieza de nuestro medio ambiente y nuestras aguas, y las maravillosas experiencias que vivimos junto a nuestros hijos cuando visitamos los diversos parques nacionales de nuestra region

No necesitamos sermones de los "auto-proclamados" protectores del medio ambiente en cómo llevar a cabo nuestras responsabilidades para preservar nuestra tierra y nuestras aguas, que han formado parte de nuestra vida diaria por años

Estamos muy contentos al ver que este nuevo reporte, que ha costado a los que pagamos impuestos millones de dólares ya, ha concluido que un aeropuerto en Homestead es una decisión responsable con el medio ambiente y que los recursos naturales de los parques podrán ser debidamente preservados. Todo esto basado esto en uno de los estudios más exhaustivos y completos de calidad de agua y sonido que jamás haya sido hecho.

Los juicios en el "draft environmental impact statement" se llevaron a cabo a inicios de Febrero, pero los ciudadanos que no pudieron asistir a estas reuniones todavía tendrán la oportunidad para que sus voces sean escuchadas. Pueden escribir cartas manifestando su apoyo al reporte SEIS y al desarrollo de un nuevo aeropuerto comercial en la Base Aérea de Homestead hasta el 14 de Marzo del 2000
Por favor envíen su correspondencia a.

Homestead Draft SEIS
AFBCA/PA
1700 N. Moore Street, Suite 2300
Arlington, VA 22209-2802

Con el apoyo de miles de residentes del Sur de Dade, quienes desean ver realizados su sueños y esperanzas luego de años de promesas políticas rotas, finalmente este proyecto se está haciendo realidad. El momento de actuar es ahora. Urgimos a todos los residentes del área a apoyarnos en este positivo esfuerzo.

TELEFONOS DE IMPORTANCIA

Emergencia – Policía	911
Policía Regular	247-1535
Servicios Publicos	247-7313
Ciudad de Homestead	247-1801

¡Estamos en la "Web"! www ci homestead fl us

Las reuniones en el ayuntamiento se realizán a las 7 PM los primeros y terceros Lunes de cada mes en la Cámara del ayuntamiento. Para comprobar el horario de estas reuniones llame al 247-1801 ext. 334

001470

Homestead Draft SEIS
AFBCA/PA
1700 N.Moore Street, Suite 2300
Arlington, VA 22209-2802

Mar 7th 00

To Whom It May Concern:

I am writing this letter to inform you of my opposition to the development of a commercial airport at Homestead Air Reserve Base. Although government officials in Miami-Dade County would like this development, they are not speaking for all the people. Development of such an airport would cause harm to the environment. The pollution to plant and animal life would be costly for all living things. Not only would land and animals be in danger, but human life would have to be exposed to noise pollution. Why?

It is very confusing to me when I hear the government officials tell of needed money to restore The Everglades. How can there be such concern and in turn want to destroy this precious land? After Hurricane Andrew, the government restored Biscayne National Park. Why do this when it will be destroyed again by a commercial airport? Also, aren't national parks developed to preserve the beauty for people now and in the future? Doesn't anyone see the logic in this?

In conclusion, it seems that money should not be the reason for such development. Homestead has had population growth since Hurricane Andrew A proper usage of this land can be done without the destruction of the environment. Other proposals have been given for development of this land. Please consider these other plans. Also, give consideration to the ordinary citizen and not the ones who flaunt their power with money.

Sincerely,

Edward [illegible]

UNIVERSITY OF Miami

001471

Homestead SEIS
AFBCA/EX
1700 N Moore St., Suite 2300
Arlington, VA 22209-2802

March 6, 2000

To Whom It May Concern:

We ask that the Air Force decline Miami-Dade County's request to convert Homestead Air Force Base into a commercial airport. We believe that the Collier-Hoover alternative would be both economically and environmentally more sensible than the proposed airport. We believe that the county is not acting in the best interests of its citizens nor in the best interests of the nation We make these comments both as citizens of Miami-Dade County, as well as biologists who work in southern Florida.

From an economic standpoint, the Collier-Hoover alternative would provide more jobs in the near future with much less need for expansion beyond the current boundaries of the Air Force Base This proposal for an aquarium, school, residential housing, and office park would create a diversity of jobs and services for people already living in the county. In addition, these ventures indirectly benefit the members of the community by encouraging tourism. The airport proposal, at full buildout, would provide many jobs but would require a significant increase in land used. With only one runway, it would not even make a dent in the predicted need for future relief for MIA. Most of the land surrounding the Air Force Base is agricultural and any expansion would encroach on this land, in conflict with one of the country's own stated priorities: sustaining agriculture. The possible loss of income and jobs with a decrease in agricultural land should be considered. In addition, the most obvious and far-reaching effect of the proposed airport is that the airport's proximity to the National Parks will degrade the wilderness experience for visitors to the parks. This potential loss of tourism and income (fewer visitors to the park) to the county and to the federal government should also be considered. Furthermore, the effects of noise and air pollution will affect the nearby residents directly and decrease their quality of life.

The environmental impacts of a commercial airport laid out in the SEIS include increased duration of aircraft noise, increased air pollutant emissions and increased groundwater flow containing increased nutrient input. Although believed to be minimal, increases in average daily aircraft noise up to two hours in some areas of the parks is predicted. This is an 8% increase in duration of noise! Human-derived noise has been documented to have detrimental effects on wild populations of fishes, birds, and mammals.

Marine Science Program
182 Cox Science Bldg
Coral Gables, Florida 33124-0411
305-284-2180 Fax. 305-284-3039
e-mail: marsci@umiami ir miami.edu

This would add one more stressor to some already struggling and declining species. The expectation that wildlife will "choose to relocate to quieter areas with suitable habitat" assumes that unoccupied suitable habitat is available. Many of these declining species are already habitat-limited and have been confined to small fragments (e.g., Cape Sable seaside sparrow). The increase in air pollutant emissions could adversely affect many sensitive species such as frogs and amphibians. The increase in groundwater nutrient input will likely impact Biscayne Bay, the aquatic plant communities and all organisms that depend on the plant community. The Collier-Hoover plan also needs to be more proactive in creating water management plans to alleviate stormwater and groundwater pollution. Furthermore, the species affected by the proposed airport are not limited to those that are native to southern Florida, it would also impact migratory birds that, while making their homes in other parts of North America, travel through and depend on these parks. Thus, the effects of a commercial airport at the Homestead Air Force Base site would reach far beyond southern Florida.

We believe there exists a conflict of interest in the short-term gain for Miami-Dade county (commercial airport) and the short-term and long-term gains for our nation (habitat and species protection). In addition, the predicted gain of the proposed commercial airport for Miami-Dade county is inflated. The SEIS does not specifically include tangible losses to agriculture and tourism nor does it include the less tangible losses to quality of human life (increased noise, air, and water pollution and reduced access to wilderness) and to other organisms who play an important role in our ecosystem and are unable to participate directly in this decision-making process.

We urge you to prevent approval of the airport and, instead, support the Collier-Hoover plan for the benefit of all. Thank you for your attention and for consideration of our views.

Sincerely,

Mindy Nelson

Mindy Nelson, Ph.D.
Miami-Dade County resident
Environmental Science Program and Department of Biology

Daniel DiResta, Ph.D
Miami-Dade County resident
Marine Science Program and Department of Biology

Michael Robinson, M.S
Miami-Dade County resident
Department of Biology, University of Miami

001472

February 26, 2000

Homestead SEIS, AFBCA/EX
1700 North Moore Street, Suite 2300
Arlington, VA 22209-2802

Dear Sir or Madam

I am writing to you to express my opposition to the proposed airport at the old Homestead Air Force Base

I oppose the commercial airport proposal because of the impacts it will have on nearby Biscayne and Everglades National Parks. These impacts include noise pollution to the wildlife in the parks and to the people visiting the parks. I feel that one of the most enjoyable features of our National Parks is the quiet that can be found there

I am also concerned with pollutants that would be generated by the airport. These include both pollutants produced by the aircraft but also from all of the other activities associated with an airport. All of this will have negative impacts on the National Parks.

I support the mixed-use alternative proposal in the Supplemental Environmental Impact Statement. This proposal is the least damaging to the area's environment and would be the preferred choice

Thank you for your attention to this matter

Sincerely,

Robert Cherry
301 Perkins St.
Boone, NC 28607-5313
(828) 265-2827

001474

FEB. 27, 2000
1650 MISTY DRIVE
YORK, PA 17404

HOMESTEAD SEIS
AFBCA/EX
1700 N. MOORE STREET
SUITE 2300
ARLINGTON, VIRGINIA 22209-2802

DEAR ADMINISTRATORS,

I AM WRITING THIS LETTER TO VOICE MY OPPOSITION TO THE PROPOSED NEW AIRPORT IN THE SITE NEAR THE OLD HOMESTEAD AFB. I WOULD LIKE TO COMMENT TO YOUR SEIS BY LISTING THREE MAJOR OBJECTIONS TO MY OBJECTION

FIRST, THE AMOUNT OF POLLUTANTS RELEASED FROM THE AIRPORT WILL EQUAL SEVEN TONS PER DAY THIS WILL CREATE A LIFE THREATENING ENVIRONMENT TO BOTH PLANT & ANIMAL LIFE IN THE REGION SECOND,

THE NOISE AND SUBSEQUENT URBAN SPRAWL WILL RUB THE NATURAL INHABITANTS OF THEIR BREEDING GROUNDS THIRD, ANY DEVELOPMENT OF THE OLD HOME TOWN SITE SHOULD BE CONSISTENT OF ENVIRONMENTAL CONCERNS LET US NOT RUSH AHEAD WITH A PROJECT THAT COULD CREATE HAVOC IN THE FUTURE FOR INDIGENOUS PLANTS & ANIMALS

THANK YOU FOR TAKING THE TIME TO READ MY LETTER I HOPE THAT YOU WILL PURSUE A COURSE OF ACTION THAT FUTURE GENERATIONS WILL APPLAUD FOR YOUR FORESIGHTEDNESS

SINCERELY,
ANDREW MARTIN

27000 SW 187 Ave
Homestead, FL 33031
February 25, 2000

001475

Homestead SEIS, AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802

Dear Committee Members.

We are asking you **NOT** to turn the former Homestead Air Force Base into another commercial or cargo airport. We cannot believe that our government would consider such a solution for the Base.

First, this type of development is too close to two of our most fragile National Parks. National Parks belong to everyone. **No one group has a right to destroy what belongs to all Americans.** The noise, the pollution, (both air and ultimately water pollution) plus the type of development a commercial airport would bring would be completely incompatible with the purpose, or the survival, of Everglades and Biscayne National Parks. Goodbye eco-tourism

Secondly, our State and National governments are attempting to restore the Everglades. Many studies have been done showing the absolute necessity of so doing, in order to save our water supply, our wildlife including fish and fishing and our quality of life. The development of a commercial airport is completely incompatible with this restoration

Thirdly, South Florida has been blessed with a climate and conditions that make it possible to grow all kinds of winter vegetables and tropical fruits. This airport will be the death knell of most farming, as industrial development will take over and push agriculture out. We are farmers and would like to continue to farm

We attended one of the SEIS hearings. We have never seen such a "snow" job. Mayors from towns 45 miles away, some from towns we have never heard of, spoke in favor of the airport. Of course they spoke in favor. The Base would be far from them, plus they were paying a political debt. Local people couldn't speak until the very end of the meeting and since we get up at 5 am we were long gone, as were many other local folks

The SEIS report documents the pollution stated above. Please help us defeat the idea of a commercial or cargo airport so that we can develop a plan that will provide jobs, preserve our eco-tourism, agriculture and our way of life.

Thank you,

Clara Lynne Vande Hei + Don Vande Hei
Clara Lynne and Don Vande Hei

JOAN W. CORBY
4201 CONNECTICUT AVENUE
WASHINGTON, D.C. 20008

001479

February 26, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

Dear SEIS Contact:

I am greatly concerned about the proposed transfer of the Homestead Reserve Base to Miami-Dade County for development of a large commercial airport. Such action will ultimately, dangerously pollute two neighboring National Parks, namely Biscayne Bay and the Everglades.

A recent article in the MIAMI HERALD states: "The Everglades restoration plan is expected to cost $7.8 billion - a price tag that works out to about $400 million a year." Certainly such expenditures indicate major projects by the Federal Government and State of Florida. What happens, one might ask, when air pollution, noise pollution and probably water pollution commence from the projected heavy use of the airport, and degradation of the National Parks and surrounding farmland begins!

To me, it would appear to be counterproductive and generally a real mess particularly since a viable, nonpolluting, huge job creating alternative has already been offered in opposition to airport expansion. Please consider this alternative carefully as well as any other proposals which will serve to save both our National Parks and surrounding farmlands from gradual deterioration affecting many homeowners in the area.

Thank you and your affiliates for your consideration.

Very truly yours,

Joan W. Corby

(Mrs.) Joan W. Corby

JOHN H. KREITLER
8 MILL ROAD
HARWICHPORT, MA 02646

001480

February 26, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

Dear SEIS Contact:

I am greatly concerned about the proposed transfer of the Homestead Reserve Base to Miami-Dade County for development of a large commercial airport. Such action will ultimately, dangerously pollute two neighboring National Parks, namely Biscayne Bay and the Everglades.

A recent article in the MIAMI HERALD states: "The Everglades restoration plan is expected to cost $7.8 billion - a price tag that works out to about $400 million a year." Certainly such expenditures indicate major projects by the Federal Government and State of Florida. What happens, one might ask, when air pollution, noise pollution and probably water pollution commence from the projected heavy use of the airport, and degradation of the National Parks and surrounding farmland begins!

To me, it would appear to be counterproductive and generally a real mess particularly since a viable, nonpolluting, huge job creating alternative has already been offered in opposition to airport expansion. Please consider this alternative carefully as well as any other proposals which will serve to save both our National Parks and surrounding farmlands from gradual deterioration affecting many homeowners in the area.

Thank you and your affiliates for your consideration.

Very truly yours,

John H. Kreitler

John H. Kreitler

RICHARD G. GARBISCH
7 Perky Road
Ocean Reef Club
Key Largo, Florida 33037

001481

Homestead SEIS
AFBCA/EX
1700 North Moore Street Suite 2300
Arlington, VA 22209-2802

Gentlemen:

I am a homeowner in North Key Largo, Florida and am deeply distressed by the proposed transfer of the Homestead Air Reserve Base in Florida to the Miami-Dade County for development of a large commercial airport.

I believe that the development of a commercial airport at the Homestead site will cause unacceptable amounts of noise and air pollution to this area and greatly affect my property value.

Also the proposed commercial airport would be greatly detrimental to two of our treasured National Parks - Biscayne and Everglades.

Please consider alternate proposals for the development of the Homestead base which would provide as many jobs and be considerably less damaging to our environment.

Sincerely,

R. G. Garbisch

R. G. Garbisch

Frank R. Shumway Jr.
6 Bay Point Circle
Rochester, NY 14622

001483

February 16, 2000

Homestead SEIS, AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

I live in Rochester, New York which is my legal residence. In the winter I spend my time in Key Largo Florida

Of utmost concern to me is a potential plan to create a commercial airport out of the old Homestead Air Force Base. Such a move would mean 600 to 1000 airplanes flying in close proximity to two National Parks.

Internal Secretary Bruce Babbit recently stated the Airport would degrade both National Parks The U.S Environmental Protection Agency has also stated their opposition because of the negative effect on the National Parks Both the New York Times and the Miami Herald have opposed the proposed airport

There are other proposed uses for the base that would bring just as much employment. Please give your attention to oppose a commercial airport that would create an environmental disaster to the Biscayne National Park and the Everglades National Park.

Thank you for your help.

Frank Shumway

Frank Shumway

001486

2665 SE 7 Place
Homestead, FL 33033
February 27, 2000

U.S. Air Force
Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

To Whom It May Concern:

I am writing to advise you that as a resident of Homestead, I do not want a commercial airport built on the former Homestead Air Force Base! **I strongly favor** and support the **Collier/Hoover Mixed Use Development Plan** because:

+ Jobs are required in South Florida immediately and the Collier ..Plan provides **jobs sooner.**

+The environment will be protected from polluting chemicals and noise. I am well aware of the affects jet aircraft would have on drastically increasing the levels of nitrogen, carbon dioxide and phosphorous in the area. The **increased pollution will be disastrous!**

+ Our **national parks** heritage **will be preserved** for future generations.

+Homestead Air Reserve Base **would remain intact.**

It is apparent to me that the numerous advantages of the Collier/Hoover Proposal far outweigh the conversion and expansion of this facility into a huge commercial airport and therefore, **I urge you to support the Collier/Hoover Proposal**.

Respectfully submitted,

Christine A. Schuenzel

Christine A. Schuenzel

001487

2665 SE 7 Place
Homestead, FL 33033
February 22, 2000

U.S. Air Force
Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington VA 22209-2802

Dear Sir or Madam,

I am writing to advise you **that I strongly favor** and support the **Collier/Hoover Mixed Use Development Plan** for the former Homestead Air Force Base because

+ Jobs are required in South Florida immediately! Andrew devastated this area and recovery remains elusive. The Collier ..Plan provides **jobs sooner.**

+The environment will be protected from polluting chemicals and noise. As a commercial pilot (and graduate engineer), I am well aware of the affects jet aircraft would have on **drastically increasing** the levels of **nitrogen, carbon dioxide and phosphorous** in the area.

+ Our national parks heritage will be preserved for future generations.

+Homestead Air Reserve Base would remain intact.

It is apparent to me that the numerous advantages of the Collier/Hoover Proposal far outweigh the conversion and expansion of this facility into a huge commercial airport and therefore, **I urge you to support the Collier/Hoover Proposal**

Respectfully submitted,

Ernest C. Schuenzel

Ernest C. Schuenzel

001493

13250 SW 224 St
Miami
Florida 33170

February 27th, 2000

U.S.Air Force
Homestead SEIS
AFBC/EX
1700 North Moore Street
Suite 2300
Arlington VA 22200-2802

Dear Sir/Madam,

By means of this letter I wish to express my opposition to the proposed commercial airport at the Homestead Air Base I believe that such use would be detrimental to the environment in the adjacent National Park areas and would result in unacceptable disturbance to local residents

Very Truly Yours,

Lysbeth Porter.

Lysbeth Porter

Feb-04-00 11:33 Grove Isle Marina Inc. 305 854 6657 P.01

001494

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: FEB. 27TH 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

TO WHOM IT MAY CONCERN.

THIS IS TO REGISTER MY OBJECTION TO HAVING AN AIR PORT, COMMERCIAL, AT THE SITE OF THE HARB

THIS SITE SHOULD BE USED BY THE INSTALLATION OF AN ENITY MORE COMPATIBLE WITH THE SURROUNDING WILDLIFE AREA.

MY SECOND OBJECTION IS THE FACT THAT THERE WAS NO BIDDING PROCESS ENACTED. THIS SMACKS OF THE CORRUPT WAY THE COUNTY DOES BUSINESS.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: GRANT HAVEN
ADDRESS/DIRECCION: 8120 SW 81 PL
CITY/CIUDAD: MIAMI, FL 33143
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS Proving this information will be considered consent to publish it.

Se publicarán sus comentarios en el SEIS FINAL. Favor de no incluir su dirección personal si no desea que esta aparezca en el SEIS FINAL. El hecho de proporcionar esta información es considerado como su consentimiento para publicarla

Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209 2802
FAX: 703-696-8828

001497

Max Morris, Jr
670 S E 18th Lane
Homestead, Fl. 33033-5289
February 28, 2000

Homestead SEIS, AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, Va 22209-2802

Dear Decision Makers:

My wife and I had the opportunity of attending a meeting pertaining to the development of the Homestead Air Force Base

We are writing to tell you that after listening to the discussion of the alternatives, we support the Collier/Hoover mixed use development plan. We have come to the conclusion that this plan will supply jobs quickly to the local citizens, which are needed badly, but at the same time will protect the national parks and surrounding environment. We feel developing the base as a Cargo Jetport as proposed by Miami-Dade county would do just the opposite, and damage the environment.

We ask you to support the Collier/Hoover mixed development plan.

Yours truly,

Max Morris, Jr

001498

101551 Overseas Hwy
Key Largo, FL 33037
February 24, 2000

Homestead SEIS, AFBCA/EX
1700 N. Moore St. Suite 2300
Arlington, VA 22209-2802
FAX 703-696-8828

Dear Sir or Madam:

Please help to stop the construction of a major commercial airport in Homestead which is only a few miles from two national parks. I own property in Key Largo and am concerned about the environmental noise pollution which will be caused by sending so many commercial flights routed over Key Largo.

We understand that there are alternative proposals for the development of the Homestead base which would combine commercial and residential use. These propsals would also give an economic boost to the local area. Similarly, there are alternative sites for the development of additional commercial airport capacity which would not impact such fragile environments.

Please consider the alternatives to the Homestead commercial airport option.

Sincerely,

Jack R. Iversen

Joan Iversen

001499

Date: 3-1-00

To: Homestead SEIS
AFBCA/EX
1700 N. Moore Street
Suite 2300
Arlington, VA 22209-2802

FAX: (703) 696-8828

From:

Name: Margaret Nania & John Nania

Address: 17634 SW 83rd Court

City/State/Zip: Miami Fl 33157

Please Save the Everglades & Key Biscayne Nat'l park from all the Pollution a commercial airport and all the commerce (trucking) that will follow.

I am writing this letter to tell you that I support the Collier/Hoover mixed use development plan for Homestead Air Force Base. The Collier/Hoover mixed use alternative development offers a partnership between the environment and the economy. Through creation of a visitor attraction, educational facility and business center, the project will bring jobs and dollars to South Dade without harming the national parks. Please support this proposal.

Sincerely,

Margaret Nania

John Nania

001502

Andrea Hudak
14125 Honey Hill Court
Centreville, VA 20121-2855

February 28, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street, Suite 2300
Arlington, VA 22209-2802

To Whom It May Concern:

I am writing to comment on your plans to build a big commercial airport in the same space that Homestead Air Force Base used to occupy.

According to my research, the NPCA has found that the airport and associated development would emit seven (7) tons of toxic pollutants into the air every day. Lead, heavy metals, and other hazardous chemicals would wash right into Biscayne Bay. These toxic pollutants could very well kill the already stressed ecosystem of South Florida.

Any redevelopment of the former Homestead airbase must be fully compatible with protecting and restoring the ecological functions of the South Florida ecosystem, particularly any remaining open space and already protected national parks and marine sanctuaries. The Everglades are already in trouble from overdevelopment in Florida. We owe it to future generations of Americans to preserve what wild spaces we have left.

I feel that the mixed-use alternative is the most preferable option in the SEIS, and is more acceptable than the commercial airport, as it would be some combination of commercial, residential and "other" uses.

Please reconsider building a commercial airport on this land. I urge you to adopt the mixed-use alternative, or better yet, leave the land alone.

Sincerely,

Andrea Hudak
Concerned Citizen

001503

- To whom it may concern;

I recently learned of your plans for the Homestead airport development in Florida. I cannot believe that despite such clear evidence of the potential environmental damage, you're still moving forward with the project. Our natural areas especially national parks such as the Everglades and Biscayne, are very important to me and millions of other Americans. We don't want toxic fumes spewed into the air. We don't want wildlife disturbed by the noise and increased traffic. I am asking you to stop your development plans and keep our national parks natural!

Sincerely,
Rachy Nelson
Knox College
Galesburg, IL

Rosemarie Ramirez
001505

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 04 24 00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

YO ARACELYA DURAN
ESTOY ENCONTRA DE QUE SE APRUEBE EL
AROPUERTO DEVIDO ALA CONTAMINACIÓN QUE
PRODUCIRIAN LOS AVIONES. Y
POR QUE SERIA PERJUDICIAL PARA
NUESTRA SALUD

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: ARACELYA DURAN
ADDRESS/DIRECCIÓN: 15890 SW 243 TERR
CITY/CIUDAD: Homestead FLORIDA
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33033

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

Se publicarán sus comentarios en el SEIS FINAL. Favor de no incluir su dirección personal si no desea que esta aparezca en el SEIS FINAL. El hecho de proporcionar esta información es considerado como su consentimiento para publicarla

Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703 696-8828

AGAINST

001506

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/23/99

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

No to an airport.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MAS ESPACIO****

NAME/NOMBRE: Jerry Pearson
ADDRESS/DIRECCIÓN:
CITY/CIUDAD:
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

AMERICAN FREIGHT INTERNATIONAL, INC.
8169 N.W. 67 Street • Miami, Florida 33166
Tlx 4946258 • 305-592-6987 • 800-624-5471

001507

Dear Government officials & those concerned with profit over Conservation:

I've lived in South Florida for over twenty years and have been fishing the waters of Biscayne Bay for more than 10. In those 10 years I've seen the abundance of Snook, Redfish, & Trout deplete at a rate that is scary. Out of respect for future generations and pride in my home, I've decided to get my Bachelor's Degree in Environmental Sciences. I'm also a Captain & fishing Guide for the upper keys and northern adjacent waters of the Park(S). With such a harmonious ~~environment, fragile~~ and delicate environment, how can you honestly think of putting in an airport. The Ever-glades Nat Park was established to protect endangered & nearly extinct bird populations. I'm sorry, but in this (my) world, furry, scaled, & feathered animals come before the hairless ones.

Very Concerned,
Mark Garcia

001509

Arlene B Ferris
7510 SW 64th Ct.
South Miami, FL 33143-4612

February 21, 2000

U.S. Air Force
Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

To Whom It May Concern:

I am writing to express my strong conviction that the former Homestead Air Force Base airfield NOT be converted to a commercial airport. There are 2 National Parks around the potential new airport -- parks that are needed for many reasons, one being because they provide a quiet respite from the busy world. Please please do not do this to us, the citizens of South Florida, and do not slight the beautiful gifts nature has given us by making this ill-advised decision.

It is my understanding that the parties most in favor of this stand to gain personally and politically. Their support of the matter should be seen in that light and should be investigated to the utmost before this horrendous mistake is made. The decision should be made in the best interests of all the people. To me, and to many others, this means safeguarding the ecosystems on which we depend for our physical, mental, spiritual well being. The beautiful spots of the earth are being gobbled up every second, and in many cases there is nothing we can do about it. In this case we can do something. We can say no.

Please say no.

Sincerely,

Arlene B. Ferris

001512

Feb. 26-2000

Homestead SEIS AFBCA/EX
1700 N. Moore St. Suite 2300
Arlington, Va.

Dear Sirs;

We - my husband Pat and I, are Residents of Key Largo, Fla.

We are very interested in the Everglades and feel their preservation, and that of other parks in the area, are being threatened by the possible development of Homestead air base as a Commercial air port.

We strongly oppose this.

Sincerely,
Margaret Kinney
Patrick Kinney

001517

Charles P. Faber
Auburn Knolls
20 LaSalle Court SE
North Canton, Ohio 44709-1195

March 2, 2000

The Honorable F. Whitten Peters
Secretary of the Air Force
Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

RE: Homestead Supplemental Environmental Impact Statement (SEIS)

Dear Mr. Peters:

I strongly urge you to reject the use of the former Homestead Air Force Base (HAFB) as an international hub airport. HAFB is at the epicenter of an extremely valuable and very fragile ecosystem — and one that must be protected. It lies within two miles of Biscayne National Park and within ten miles of both Everglades National Park and the Florida Keys National Marine Sanctuary.

Experts estimate that a major commercial airport and the development associated with it on the HAFB site would emit seven tons of toxic pollutants into the air every day. In addition, the airplane noise and vehicular traffic would have a devastating effect on wildlife and the adjacent park lands.

The charters that established the national parks and the national marine sanctuary clearly state that these lands and waters were being set aside with the primary objective of maintaining them in their natural state and protecting the flora and fauna contained therein for the benefit of present and future generations. The use of the HAFB land as a major airport would be in direct conflict with this objective. Any use of the former HAFB lands must be fully compatible with these charters.

Sincerely,

Charles P. Faber

001518

Joseph F Grimes
2807 Natoma Street
Coconut Grove, FL 33133

March 2, 2000

AFBCA/PA
1700 N Moore Street
Suite 2300
Arlington, BA 22209-2802

Dear Sir

I remain concerned about the need for a sound economic recovery plan for south Miami-Dade county. In my mind the use of the former Homestead Air Base property is a piece of the equation that needs to be develop for a full solution to the economic recovery of this area. Recognizing that tourism remains the over powering economic engine in South Florida, it would be foolish to do anything that degrades the environment. The two national parks need to be more fully developed as destinations for local, national and international tourists. Constructing an international airport in between these parks will not contribute to this strategy

Furthermore, there is a much broader challenge, that of accomodating the population growth in south Florida. This should be done in the context of developing the economy. Too much focus has been paid to the development of the base site and not enough to the other possibilities for meeting population growth issues while addressing the economic concerns. For example, the transportation corridor along US Highway 1 needs some creative thinking. How this corridor is developed would go along way toward attracting future residence. Controlled population expansion can contribute to solving the economic dilemma.

Additionally, the rural agricultural land should be retained, not only for the competitive uses for growers that remain, but for future considerations. Agriculture remains a major economic ingredient for south Miami-Dade, but its viability depends on a number of factors not easily managed. Nevertheless, much of the property devoted to row, tree and plant growing must be preserved for these agricultural uses. These uses contribute significantly to the character of the area and its appeal to tourist.

There is a plan that can address these broad issues if all the parties will focus on the big picture. Redevelopment of the Homestead Air Base as a reliever airport facility for MIA is a mistake. It is short sighted and will not contribute to solving the economic or growth needs for this area in the future.

Sincerely,

Joseph F Grimes

Commissioner K. Sorenson
Commissioner D Moss
Mayor S Shiver

001519

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/5/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

As a retired visitor to Florida South Miami, for the last ten years I wish to express my concern regarding the development of a commercial airport at the Homestead Base.

Noise, air, ground pollution will affect the Everglades and the surrounding natural environment my family. I have witnessed the impact of the Fuentes airport (Kennedy) airports on the surrounding habitat of birds, animals as well as residential communities. Expansion, great expansion, great have changed the Miami-Dade County economy in such a way that many in the New Orleans Orleans County have displayed much displeasure.

Please don't destroy the natural beauty of the area and relegate an aspect of Florida to history. Maintain your natural beauty and uniqueness in order to continue and enhance tourist attraction.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MAS ESPACIO****

NAME/NOMBRE: [illegible]
ADDRESS/DIRECCIÓN: 243 Wadleigh Road
CITY/CIUDAD: West Simsbury
STATE, ZIP CODE/ESTADO, ZONA POSTAL: CT. 06092

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

Se publicarán sus comentarios en el SEIS FINAL. Favor de no incluir su dirección personal si no desea que esta aparezca en el SEIS FINAL. El hecho de proporcionar esta información es considerado como su consentimiento para publicarla

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Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX 703-696-8828

001520

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2-5-2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I Firmly believe To make Homestead air base into a commercial air base would hurt The Everglades - Biscayne bay - Wildlife etc. The Noise would take over + interrupt Recreation on Land + on Water.
Please Keep The Airport in The City!

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MAS ESPACIO****

NAME/NOMBRE: Gloria L. Willigar
ADDRESS/DIRECCIÓN: 12451 S W 184TH ST
CITY/CIUDAD: Miami
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL. 33177

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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Homestead SEIS
AFBCA/EX
1700 N Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

001521

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: Feb 5, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

AN AIRPORT WOULD CONTAMINATE THE AIR AND FUEL DRAGGING FOR EMERGENCY LANDINGS WOULD POLLUTE THE AREA.

DO NOT CREATE A COMMERCIAL AIRPORT!

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MAS ESPACIO****

NAME/NOMBRE: TED GOLDBERGER
ADDRESS/DIRECCIÓN: 12451 SW 184TH ST.
CITY/CIUDAD: MIAMI
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FLA. 33177

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

001522

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: Jan. 5, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

As a longtime resident of South Dade, I feel commercialization of the Airforce's Homestead Air Base would do lasting harm to nearby park areas and the delicate wildlife.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Verne O. Williams
ADDRESS/DIRECCIÓN: 12451 SW 184th St.
CITY/CIUDAD: Miami, FL
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33177

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Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N Moore St., Suite 2300
Arlington, VA 22209-2802
FAX. 703-696-8828

001523

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/5/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

IT is my humble opinion That opening The Homestead airport would be detrimental To The environment and a waste of municipal funds. The additional runway at MIA would accomodate addition traffic.

IT is also my firm belief That Elian Gonzalez be returned to his father in Cuba. This fiasco has gone on too long.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: F. R. Wight
ADDRESS/DIRECCIÓN: 15703 SW 92-AVE
CITY/CIUDAD: Miami
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33157

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001524

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/6/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

With The Building of a commercial airport it will Have a Dramatic impact on The Enviroment & will Disrupt The Birds and animals in The area. it will also decrease The property value. and not To mention The probability of crashes & destruction of Homes & Lives. as it is when The airforce Takes off & Fly's over The Houses Shake & Rattel now The House's will Shake apart with stress cracks & noise Polusion's.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Brian J. Kunkel
ADDRESS/DIRECCIÓN: 12762 5 w 265 ST
CITY/CIUDAD: Naranja ~~FL 33032~~
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Fl 33032

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Homestead SEIS
AFBCA/EX
1700 N Moore St, Suite 2300
Arlington, VA 22209-2802
FAX. 703-696-8828

001527

February 23, 2000

Homestead SEIS; AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

Dear Homestead SEIS Team,

I am writing to you today because of the fact that the former airbase is located in close proximity to several very sensitive environmental areas and I don't want the future use of the base to adversely affect any of these areas. The former air base is located within 2 miles of Biscayne National Park and just 10 miles from Everglades National Park and Florida Keys National Marine Sanctuary

I am very against locating an international airport on the site. A major international airport would have devastating environmental impacts. With a projected one flight leaving almost every minute, the airport and associated development would emit seven tons of toxic pollutants into the air every day. For instance lead, heavy metals, and other hazardous chemicals would wash into Biscayne Bay. Airport development will also substantially add to the nutrient overload in Biscayne Bay contributing to its further eutrophication. The airport would also contribute to the loss of groundwater flow into the Bay.

The nearby national parks and marine sanctuary, and especially wildlife, would be heavily impacted by airplane noise and especially the industrial sprawl development that would accompany the airport. Associated development could result in the loss of the last significant open space area in South Florida with urbanization coming right up to park boundaries. This would lead to the further isolation of the parks and sanctuaries which could lead to losses of native species and a reduction in biodiversity.

Any redevelopment of the former Homestead airbase must be fully compatible with protecting and restoring the ecological functions of the South Florida ecosystem, particularly any remaining open space and already protected national parks and marine sanctuaries. Any redevelopment must be fully integrated and compatible with current Everglades restoration plans. I feel that the major international hub airport must be excluded from the final decision because by all measures it is completely incompatible with protecting and restoring the ecological values in South Florida and the Everglades.

I might support the mixed use alternative if it can be scientifically proven that it will not to harm the surrounding parklands.

Thank you for your time.

Sincerely,

Shan Collins
3653 Fairesta St
La Crescenta, CA 91214

001528

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: Feb. 21, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

The fumes, noise and waste materials produced by an airport do not belong close to two National Parks.

The majority of people who live in Homestead are not in fever of an airport, even though they recognize the need for more varied employment opportunities. Its the politicians outside of the Homestead area who want to solve their airport space probl. at our expense. The alternate plan presented by Hoover/Collier appears to be an excellent alternative and will produce Jobs sooner than a contested airport project can.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Ellen Monroe Sanford
ADDRESS/DIRECCIÓN: 2567 S.E. 7 Court
CITY/CIUDAD: Homestead, FL
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33033

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Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

001529

Jean McC Geddes

Dear Sirs Ladies:

As conservation Chairman of the International Women's Fishing Association and a resident of Key Largo I am gravely concerned about the proposed redevelopment of the Homestead Air Force Base into a Major commercial airport.

This property lies between two National Parks Everglades and Key Biscayne, and is surrounded by thousands of acres of forage and produce farms. The South end of the Florida Keys whose economy depends on tourism and its marine resources.

To allow the commercial sprawl, the noise and tons of toxic pollutants doing to come to this fragile area would be a travesty, especially when there are alternative proposals that would bring the same economic boom to Homestead without the degradation.

An additional point to be considered is the proximity of Turner Point, a large Hurricane funnel. One accident involving that plane would cause a catastrophe.

This appears to be alternative sites for development of additional airport capacity in South Florida, and given the environmental sensitivity of the Homestead area, I urge you to consider these alternatives.

Sincerely,

Jean McC Geddes

001532

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: February 24, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

We came to the Keys because of the beauty of the area, which has been carefully preserved only in recent years. Pray to that mankind's ignorance of ecology and desire for profit destroyed some of the eco-system of the Everglades and polluted the waters. Now, finally, people are aware of our natural beauty and many want to preserve it. But some want to destroy the beauty for GREED. Do NOT put a commercial airport in the former Homestead Air Force Base. It'll DESTROY the coral reefs, wild life, water, etc. Jobs are plentiful with the HOOVER-COLLIER Plan. It'll preserve and add to the local economy and NOT enrich the local politicians who have only themselves to save.

****CONTINUE ON BACK FOR MORE SPACE****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Mr and Mrs. Randall Kilkenny Jr.
ADDRESS/DIRECCION: 4 Harbour Green Drive
CITY/CIUDAD: Key Largo
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Florida 33037

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AFBCA/EX
1700 N Moore St, Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

KEN MALONEY
JULIE FORD-MALONEY
16222 Monterey Lane, #223
Huntington Beach, CA 92649
714 840-0273
jford29105@aol.com

001533

February 23, 2000

Homestead AFB/CA/EX
1700 North Moore Street, Suite 2300
Arlington, Virginia 22209-2602

Re Airport at Homestead Air Force Base

Gentlemen.

It seems, countrywide, that we are spending enormous amounts of energy and money in eradicating the mistakes of our past, dams and roads, for example, that have devastated our environment and wildlife

Please do not allow another of these errors in judgment to be made. A major new airport should *not* be built at Homestead. As you well know, an airport would be extremely damaging to the nearby Everglades, Biscayne National Park and the Florida Keys Marine Sanctuary. These precious public areas need our protection.

Therefore, we urge you to oppose a major airport at Homestead. The environmental impacts of such a facility would be devastating.

Sincerely, Ken Maloney
Julie Ford-Maloney

Ken Maloney and Julie Ford-Maloney

001535

Homestead SEIS
AFBCA/EX
1700 North Moore Street, Suite 2300
Arlington, VA 22209-2802

To Whom It May Concern.

I would like to register my opposition to the Air Force's proposed plan to build a commercial airport at their former airbase in Homestead, FL. A commercial airport is exactly what southern Florida DOES NOT NEED.

The former airbase is located in an extremely sensitive environmental position within 2 miles of Biscayne National Park just 10 miles from Everglades National Park and Florida Keys National Marine Sanctuary.

A major international airport would have devastating environmental impacts. With a projected one-flight leaving almost every minute, the airport and associated development would emit seven tons of toxic pollutants into the air every day. Lead, heavy metals, and other hazardous chemicals would wash into Biscayne Bay. Airport development will substantially add to the nutrient overload in Biscayne Bay contributing to its further eutrophication. The airport would also contribute to the loss of groundwater flow into the Bay.

The nearby national parks and marine sanctuary, and especially wildlife, would be heavily impacted by airplane noise and especially the industrial sprawl development that would accompany the airport. Associated sprawl development could result in the loss of the last significant open space area in South Florida with urbanization coming right up to park boundaries.

SEIS methodology for estimating noise pollution is inadequate and biased by FAA methodology. Similarly, the amount of sprawl that a major international airport would promote is grossly underestimated. The stormwater management plan has already been challenged in court and experts have acknowledged its inadequacy to handle large storms.

Any redevelopment of the former Homestead airbase must be fully compatible with protecting and restoring the ecological functions of the South Florida ecosystem, particularly any remaining open space and already protected national parks and marine sanctuaries. Any redevelopment must be fully integrated and compatible with current Everglades restoration plans. A major international hub airport is by all measures completely incompatible with protecting and restoring ecological values in South Florida and the Everglades.

I urge you to utilize the mixed-use alternative plan. This plan is the most preferable option in the SEIS, and is more acceptable than the commercial airport. The mixed-use alternative would be some combination of commercial, residential, and other uses.

Sincerely,
Robin Eiseman
PO Box 152
South Royalton, VT 05068

001536

3608 Royal Palm Avenue
Miami, Florida 33133-6227
February 25, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street,
Suite 2300
Arlington, VA 22209-2802

To Whom It May Concern:

I am writing to express my extreme opposition to the proposed commercial airport at Homestead, Florida. Despite what the SEIS had to say, I still see far too many problems with the proposal.

First, it would be located only 1.5 miles from Biscayne National Park and 8.5 miles from Everglades National Park, making it the closest major commercial airport to a national park anywhere in the United States.

Secondly, the airport would carry more than 230,000 flights in its first phase. This equals one every minute during daylight hours at low altitudes directly over both parks. Visitors would be inundated continuously with high pitch blasts of engine turbines, rained upon by soot, and ask where is the wildlife that they have traveled thousands of miles to enjoy.

SEIS methodology for estimating noise pollution is inadequate and biased by FAA methodology.

In addition, the wildlife would encounter their own problems: polluted water, loss of habitat and the continuous potential for collisions with oncoming planes. The offshore coral reefs would be threatened by the airport's runoff (Military canal has recently been targeted by the EPA as eligible for Superfund status.)

The airport and the secondary development it would bring would cripple the economy of the Florida Keys, which is completely dependent on ecotourism dollars, and threaten agriculture in southern Miami-Dade County.

This airport would set a dangerous precedent. Would we replace the roars of Yosemite's waterfalls with the roar of jets overhead? Would we interrupt the peace and wonder of the Great Smoky Mountains with airplanes screaming by? It is equally ridiculous to replace the heron's cries in Biscayne and the Everglades with the howls of Homestead's jets.

The proposed Homestead Airport will irreparably harm the unique beauty and pristine nature of Everglades and Biscayne National Parks. Both the Secretary of the Interior and the Environmental Protection Agency Administrator have already spoken against the airport and its devastating consequences.

The $7.8 billion plan to restore the Everglades cannot accommodate an airport that would irreparably harm the Everglades and Biscayne National Parks. There is no logic in creating a major new threat to these crown jewels, especially when there are alternatives that could provide jobs without harming the national parks.

The federal government is currently making huge strides to protect America's natural heritage and leave a strong environmental legacy, and we thank you. But now it is time for you to stand up to protect these parks.

As a student, I hope that my children will be able to see the unspoiled wilderness that I enjoy. As a citizen, I call on you to stop this airport.

Sincerely,

Oliver Bernstein

001537

Darlene C. Marlow
6969 Dartmouth Avenue
St. Louis, MO 63130-3133

Homestead SEIS AFBCA/EX
1700 North Moore Street, Suite 2300
Arlington, VA 2209-2802

February 23, 2000

Dear U.S. Air Force Decision-Makers:

You have been given a wonderful gift. In 50 and 100 and 500 years, what you do now can make people say how wise you were. Americans can be proud that you recognized an area unique in the world and acted to save and protect it. Floridians can be glad that further sea intrusion into the porous limestone and thus their drinking water was not aggravated, that industrial and chemical runoff did not pollute the environment and further upset the delicate balances of nature, that birds and beasts were not driven into ever-dwindling habitat by noise and roads and people, that the economic interests of the few were not set ahead of the good of the many.

The folks of the future will not need so many big airports, because they will do much of their business by teleconferencing and using the Internet. The folks of the future will need quiet places with unusual creatures and plants, just like we do. They will be happy that you conserved it.

Please.

Sincerely,

Darlene C. Marlow

Subj: Homestead Airforce Base
Homestead, Florida

001541

Date: February 22, 2000

Dear Sir.

I wish you to know that I am strongly opposed to the HABDI DEVELOPMENT PLAN for the former airforce base in Homestead.

With the federal government spending millions of dollars to restore the Everglades it is incongruous NOT to seriously consider the amount of air traffic flying over that pristine natural area and the noise and air pollution it would produce plus flying over ever-widening nearby residential areas A development such as the COLLIER-HOOVER PLAN would not have the environmental impacts of a commerical airport and surrounding developments that it would surely come.

It would also seem even the consideration of a commercial aviation facility, next to Turkey Point nuclear power plan,t is far from prudent, to say the least

Sadly, tunnel vision, appears to be incredibly evident with Homestead officialdom, that airport development is the ONLY and BEST solution Surely, there must be many other viable solutions that can be suitably addressed to improve the unfortunate unemployment problems that have plagued the area since Hurricane Andrew.

I truly hope that you will will do all you can to dissuade the development of the airport development plan

Thank you for your attention.

Sincerely,

Frances Twitchell

Frances G. Twitchell
711 Barcelona Rd
Key Largo, FL. 33037-4641

WILLIAM J. KOSTRZEWSKI, ESQ.
Post Office Box 012193
Miami, Florida 33101-2193

001545

March 1, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

Dear Sir Madam

I oppose the development of a commercial airport at the Homestead Air Base. Such action would jeopardize the future of Everglades and Biscayne National Parks by increasing pollution, noise and traffic It would also interfere with the efforts in restoration of these remaining national treasures Remember extinction is **forever.**

I fly both airplanes and gliders and am a member of the Miami Glider Club It was sad to see the closing of Mary Gaffney's glider field at the edge of the glades as part of the restoration project Yet it was quite necessary to insure the survival of our soaring bird "brothers" as well as our own survival When I was young, I aspired to be a Navy carrier pilot, but was rejected because of childhood allergies. I loved to watch the F-4's land at Homestead, while performing semi-annual firearms qualifications at the Homestead P.D range nearby. I still yearn to fly the "fast movers"

There is a big difference between using the base for our national defense and as a commercial airport We often have no choice when it comes to protecting our very way of life and sometimes we must unfortunately damage the environment merely to survive This is not now the case. Local politicians are in a feeding frenzy to develop the base as a commercial airport. Yet the same politicians are unable to effectively manage the existing Miami International Airport. Besides the massive underground fuel spills and contract corruption, the airport authorities have built a control tower from which controllers cannot adequately see the planes on the ground By extrapolation, just think what could happen at Homestead Air Base

I do support limited development of the base for mixed commercial and residential use If you have any questions or if I can be of assistance, please call me at (305) 547-0671. Thank you.

Sincerely,

William J Kostrzewski, Esq

March 3,2000

001548

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington,VA22209-2802

Dear Sirs.

I am writing to express my deepest concern regarding the possibility of a commercial airport at Homestead, Florida. Without question this would affect the delicate ecological balance of nature as pertains to the Everglades, the national parks surrounding the area, and of course the only living coral reef in North America

The beauty of the natural surroundings in this area is one of the reasons we settled here in Key Largo, Florida and the reason our adult children keep coming back.

As Americans, we have a duty to protect this balance and we must!!! The pollution and the ugliness of a commercial airport could be nothing but detrimental to the health and well being of the entire area of South Miami-Dade and Monroe counties

I strongly urge you to defeat this proposal and consider the mixed use proposal of the Hoover Collier Foundation. This plan would create new jobs at a huge rate while at the same time allowing protection from the noise and pollution that the airport certainly would create, allowing quality of life to continue.

Thank you for your consideration.

William J Armstrong
24 Halfway Road
Key Largo, Florida 33037

001550

Date: 3/2/2000

To: Homestead SEIS
AFBCA/EX
1700 N. Moore Street
Suite 2300
Arlington, VA 22209-2802

FAX: (703) 696-8828

From:

Name: Mrs Dyanne Templeton Kelly

Address: 2497 SE 7th Court

City/State/Zip: Homestead, Fla. 33033

I am writing this letter to tell you that I support the Collier/Hoover mixed use development plan for Homestead Air Force Base. The Collier/Hoover mixed use alternative development offers a partnership between the environment and the economy. Through creation of a visitor attraction, educational facility and business center, the project will bring jobs and dollars to South Dade without harming the national parks. Please support this proposal.

Sincerely,

Mrs D.T. Kelly

In the beginning HABDI didn't want to respect the Tamiami Trail because but learned no money until requirements were met. We all do not want the land turned over to Miami Dade County. Both news articles will explain why - the officials in Dade County cannot be trusted. Thank you for your help!

MARCH 1, 2000 Homestead, Fl. News Leader

Our readers write

Future of airport interesting

To the editor:

We have all read about the cost overruns, waste, extravagances and corruption in the operation of Miami International Airport We, also, know that the Miami-Dade commissioner's have reserved onto themselves the right to approve the awarding of contracts at the airport.

We are aware of the undue influences of lobbyists at the courthouse and we can all guess at the criteria on which the commissioners based their decisions. Is it any wonder that they want yet another airport to manipulate?

So anxious they are that they have already awarded a contract for the proposed cargo jetport in Homestead. That award sidestepped the usual competitive process and was given to HABDI, a hastily assembled group of Hispanic builders.

We all know that the major player in HABDI has billed Miami-Dade County for BIG, BIG dollars for road paving and striping that it never did.

Then we nodded knowingly when we read of their very predictable opposition to the recommendation that awarding of contracts be turned over to an appointed airport authority.

WOW! With this cast of characters, would the proposed cargo jetport, if built, have an interesting future ahead of it, or what?

DR. WARREN J. WISBY

Residents railroaded by local pro-airpot politicians

FEBRUARY 18, 2000

To the editor

Although I attended the hearing on the proposed use of Homestead Air Force Base with mixed emotions on the issue, I left with an entirely different feeling - the feeling being that South Dade residents are being railroaded and some of their local politicians are conductors of the train.

Everyone present heard from politicians from all over South Florida, some of whom we've already heard too much from and some from towns we never knew existed.

Most had the same tale to tell: Dade County needs an airport and South Dade County needs jobs.

Regrettably I don't believe there is an argument on the idea that Dade needs further air travel capabilities.

But every other issue is very questionable.

In regards to jobs, the unemployed in South Dade don't need an airport. They need an education and self-determination.

This fact can be substantiated by polls of local businesses and a quick review of help wanted ads in any newspaper.

As a community, South Dade would be much better served by a reversal in the Section 8 housing trend that our government has embraced since Hurricane Andrew and a *controlled* development of Homestead's Park of Commerce, the Florida City-U.S. 1-Turnpike area and the former Homestead Air Force Base.

I find it inconceivable that anyone would grant control of a project of this magnitude to an organization (HABDI) with no proven abilities.

Although the environmental issue was debated in depth, the quality of life in South Dade was hardly mentioned. When will additional two or four lanes be added to Biscayne Drive (Southwest 288th Street), Krome Avenue (Southwest 177th Avenue) and U.S.1?

Will Hartford Homes residences be evicted in order to build warehouses? Will they want to remain in their homes if they're not?

Do you want a 45-minute drive from Richard Road to Bayfront Park to go fishing, or have to leave Keys Gate at 7 a.m. for an 8 a.m. tee time at Redland Golf and Country Club?

The mayor from Opa-locka, who's airport is another option for expansion, said it best when he told us he didn't want planes flying over his 16,000 constituents or his seven churches.

But that's OK for us?

Take a moment and figure out how far your home is from the former HAFB then take a ride around Miami International Airport at approximately the same distance.

Look around. Is this where you want to live?

I for one am against the airport and believe any of the other options for development are much more suited to the area and lifestyle, which we know in South Dade.

But that's just my opinion. Raul Martinez, mayor of Hialeah thinks otherwise.

SCOTT BINDER

February 29, 2000

001553

Dear Sirs:

As a person who for many years has enjoyed the peace and beauty of Everglades and Biscayne National Parks, I strongly oppose development of a commercial airport at Homestead Airforce Base. The noise and pollution from such development would certainly adversely impact both areas.

Since economic development is important to the Homestead area, I would favor the mixed commercial/residential use of the base which your study has shown would not only cause much less harm to these parks, but would also be more beneficial to the local economy than would a commercial airport.

As Marjory Stoneman Douglas wrote, "There are no other Everglades in the world". I trust in making your decision you will remember this, and not permit development that would ruin this unique natural area, a national treasure, important to and visited by people from our own country and many other nations.

Sincerely yours,

Martha M. Stuntz
7575 E. Shore Dr.
Inverness, FL 34450-5089

001554

Nancy Daviantes
5983 Sugarbush Lane
Greendale, WI 53129

March 1, 2000

Homestead SEIS; AFBCA/EX
1700 North Moore Street, Suite 2300
Arlington, VA 22209-2802

RE proposed commercial airport

Please add my letter to those opposing the proposed commercial airport at Homestead, Florida

The airport and associated development would emit toxic pollutants into the air and into Biscayne Bay every day. Airplane noise and industrial sprawl would have devastating effects on adjacent park lands and wildlife already under so much stress from South Florida sprawl. Any redevelopment of the former Homestead airbase must be fully compatible with protecting and restoring the ecological functions of the South Florida ecosystem, particularly any remaining open space and already protected national parks and marine sanctuaries. The mixed-use alternative is the most preferable option in the SEIS, and is more acceptable than the commercial airport, as it would be some combination of commercial, residential and "other" uses

Thank you for your consideration.

Very truly yours,

Nancy Daviantes

Nancy Daviantes

March 3,2000

001555

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA22209-2802

Dear Sirs

I am writing to express my deepest concern regarding the possibility of a commercial airport at Homestead, Florida Without question this would affect the delicate ecological balance of nature as pertains to the Everglades, the national parks surrounding the area, and of course the only living coral reef in North America.

The beauty of the natural surroundings in this area is one of the reasons we settled here in Key Largo, Florida and the reason our adult children keep coming back.

As Americans, we have a duty to protect this balance and we must!!! The pollution and the ugliness of a commercial airport could be nothing but detrimental to the health and well being of the entire area of South Miami-Dade and Monroe counties.

I strongly urge you to defeat this proposal and consider the mixed use proposal of the Hoover Collier Foundation. This plan would create new jobs at a huge rate while at the same time allowing protection from the noise and pollution that the airport certainly would create, allowing quality of life to continue

Thank you for your consideration.

Elaine Armstrong
24 Halfway Road
Key Largo, Florida 33037

Elaine M. Armstrong

001556

Erick Walter
2601 Augusta Drive
Homestead, FL 33035

February 22, 2000

VIA FACSIMILE AND
U.S. MAIL

Homestead SEIS
AFRCA/EX
1700 N. Moore Street
Suite 2300
Arlington, VA 22209-2802

Re: Written Comments to Homestead AFB Supplemental Environmental Impact Statement

I am a resident of Homestead directly affected by the proposed development of Homestead AFB into a commercial air cargo facility. In fact, my home lies directly under the approach path to Runway 5 approximately 3 miles southwest of the threshold. Although I oppose the development of a commercial air cargo facility, I support the Collier/Hoover mixed use alternative development plan for Homestead AFB. I respectfully submit the following written comments.

Absence of Fair and Open Bidding Process.

In the convoluted aftermath of Hurricane Andrew, the concession for the commercial air cargo development of the Homestead AFB was hurriedly awarded to Homestead Air Base Developers, Inc. The award occurred without the normal procedural safeguards of a fair, open, public and accountable bidding process.

Misuse of Public Funds and Property.

In addition, Homestead Air Base Developers, Inc. and its supporters propose that the commercial air cargo development of Homestead AFB be taxpayer supported and funded, and thus will not invest significant private funds into the project. Thinly disguised under the mantra of "jobs", this massive giveaway of both public property and money is a tribute to how Dade County has permitted the well-connected few to profit at the expense of many with no personal risk. It is, moreover, an egregious example of corporate welfare by national and even Dade County standards.

Commercial Air Cargo Facility Already Exists in Dade County.

In addition to Miami International Airport, Dade County already has a developed commercial air cargo facility, OpaLocka Airport. Moreover, OpaLocka is more closely

located to the South Florida industrial and business customer base that would be served by an air cargo facility. Affected pilots and truckers have publicly expressed astonishment, distaste and dismay at traveling to Homestead, a far more remote and less accessible location.

Aircraft Operations to Increase More than Six-Fold.

The commercial air cargo development of Homestead AFB forcasts 300 daily aircraft operations, equivalent to a plane taking off or landing every 4.8 minutes. Current average use of Homestead (including military exercises with greatly increased aircraft operations) is approximately 50 daily operations, at maximum. The potential negative environmental and quality of life impact of more than a six-fold increase in aircraft operations cannot be denied, disputed or minimized.

Aircraft Likely to Use Homestead Unusually Burdensome.

A significant number of the commercial cargo aircraft likely to use Homestead would originate from South and Central America, the Caribbean and other regions and countries that employ aircraft that are considerably older, less airworthy and less well maintained than their U.S. counterparts. In fact, many do not meet current U.S. standards. The FAA also exercises less de facto oversight over cargo carriers than passenger carriers. At a minimum, cargo aircraft are more noisy and polluting than comparable commercial passenger aircraft. Because of the factors mentioned above and the inherent dangers related to cargo itself (including overloading and hazardous materials), cargo flights present a far greater risk of incident. In fact, the two major air disasters to occur in Miami in recent years related to cargo, namely Fine Air and ValueJet.

Ground Traffic Congestion Greatly Increased.

Any commercial air cargo function for Homestead would significantly increase local and regional truck and commuter traffic. The truck traffic in particular would have to flow northward to reach intended customers. The only practicable outlets for this traffic would be the Florida Turnpike and the Dixie Highway, greatly increasing local and regional traffic congestion, together with related noise, vibration, exhaust fumes and particulates, not to mention road damage from large and overweight vehicles.

Extremely Environmentally Sensitive Area.

Homestead AFB is located in close proximity to two national parks, Biscayne National Park and Everglades National Park. In addition, a third national park, John

Homestead SEIS
February 22, 2000
Page 3

Pennekamp Underwater Park lies directly under the overflight path to Homestead. As Homestead and its surrounding areas are almost exclusively agricultural and residential, the environmental impact of limited military air operations has been muted to date. A commercial air cargo facility would alter the equation substantially. Indeed, the superintendent of Biscayne National Park has publicly and vocally opposed the commercial air cargo development of Homestead, noting the inevitability of a substantial negative environmental impact to Biscayne Bay and its flora and fauna.

Attractive Alternative Development Opportunity Exists.

The Collier/Hoover mixed use development plan for Homestead AFB offers the alternative scenario of a partnership between the environment and the economy. Through creation of a visitor attraction, educational facility and business center, the project will create employment, investment, education and entertainment opportunities in the Homestead area without harming the environment or local residents' quality of life.

Sincerely,

Erick Walter

001557

Mar 1, 2000

Homestead Seis
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington VA 22209-2802

Dear US Air Force

I'm against having a commercial airport at the Homestead Air Force Base. It would not be good for the Everglades or for Biscayne National Park.

I would support, however, the development of mixed commercial and residential uses at the Homestead base.

This letter is my formal comment regarding the draft Supplemental Environmental Impact Statement for the redevelopment of the Homestead base.

Very truly yours
Jay R Smith
JAY R SMITH
PO Box 330851
Miami, FL
33233-0851

SIERRA CLUB • LOMA PRIETA CHAPTER
GUADALUPE REGIONAL GROUP

001559

Homestead SEIS
AFBCA/EX
1700 North Moore St. Suite 2300
Arlington, VA 22209-2802

5 Mar 2000

Ladies and Gentlemen,

Please be advised that we are unalterably opposed to a commercial airport in the Everglades. It would emit toxic pollutants into the air, and hazardous chemicals into the water washing into Biscayne Bay. airplane noise and industrial sprawl would have devastating effects on adjacent parks and wildlife.

The integrity of the South Florida ecosystem including any remaining open space as well as already protected national parks and marine sanctuaries must be restored and preserved for future generations. For these purposes the mixed use alternative, a combination of residential, commercial, and "other" uses would be recommended as preferable to the airport.

Respectfully,

Werner Barasch
Legislative Liaison
Sierra Club
Guadalupe Regional Group
23049 Santa Cruz Highway
Los Gatos, CA 95033

Group Office:
1922 The Alameda, Room 213
San Jose, CA 95126
408 554-0442

Recycled Paper

001560

Ms. Shirley Curry,
AFBCA External Affairs
1700 N. Moore Street, Suite 2300
Arlington, VA 22209-2802

Dear Ms Curry

I'd like to thank the U S Air force and our government for giving us the opportunity to express our personal comments regarding HSTD draft SEIS Unable to give them verbally at your 2/1/00 hearing in South Dade due to the time allotted to every Dade politician known to man, I appreciate the opportunity to express my opinion now

I would like to state that if the U S A F chose to stay and increase their flights to 24 hours a day, I would never object, it's all compatible with freedom, however a "commercial" airport in the hands of individuals who have proven they are unable to operate the one they already have is another matter

As a certified organic farmer, I have very serious doubts on the content of the 10/99 SEIS draft summary

The agricultural issues were addressed in the study by stating the Medfly had been eradicated and the citrus canker quarantine zone would have to be expanded. Does that mean we'll sacrifice a $20 million a year industry and debate over the safety of the poison of choice? We happen to be farming in the only zone 10 area in the continental U S , which means a sub-tropic climate with winter growing ability At the fast rate of disappearing farmland in Florida due to urbanization, to expose the minimal remaining zone 10 farmland to any and all pests and diseases associated with airport operations, their number 1 point of entry, is beyond foolish Placing an airport within our farmland borders is jeopardizing the nation's ability to feed itself and denying the American public its right to purchase domestically grown produce over foreign imports that do not adhere to our farming standards. When visiting most sub-tropical countries we are advised not to drink the water. We should also have the choice of not having to buy vegetables and fruits that are irrigated with that same water. I am well aware that our local Farm Bureau has backed the airport proposal On February 15, 2000, while participating in Miami-Dade County Agricultural Advisory Board meeting, of which I am a member, I had the opportunity to ask Mr Sapp (president of the Farm Bureau) why. He informed me that he felt farming would no longer be profitable in South Florida and we needed an airport Well, I know that NAFTA contributed to the decline of profits from conventional farming methods, but it only reinforced profits to any organic farming system. If the 83,000+ acres available for farming in South Dade were to convert to organic, no farmer would have any problem

1

selling his or her produce, and at a higher price then for conventional produce But that is another "study" and this is a free country We're all entitled to our opinion, but one persons opinion doesn't reflect every one else's. (It's the Farm Bureau's job to protect our farmland, not give it away!)

In a 1994 workshop, 3 priorities were concluded to revitalize South Miami-Dade county 1) Develop Homestead Air force Base 2) Sustainable agriculture 3) Expand tourism I find priority # 1 is in direct conflict with priorities 2 and 3 As I've stated above, agriculture and airports can't exist side by side How many tourist stay hanging around the airport or visit a national park with a plane over their heads every other minute? If we make a mistake so close to Biscayne Bay, how long will it take to reach the beaches north of Homestead Airport? How many "NO SWIMMING" signs in Miami Beach will it take for the tourists to stop coming to Miami period?

The national parks issue is being presented best by the Sierra Club and The Audubon Society The E.P.A. and Department of the Interior openly supporting the mixed use alternative only reinforces the validity of both organizations strong objections to an airport. Every American has the right to have an area to escape to for peace and quiet. If because of economic reasons they are unable to visit, we should begin a program that enables them to experience this national treasure first hand, especially the children Unfortunately the children are the ones who are going to pay the price for any mistakes made by adults involved with this airport issue

All local studies and research have shown that Biscayne Bay is already in deep trouble, not to mention the Everglades. What would happen if the huge amount of jet fuel stored at a commercial airport was to find its way into the bay, either by a man-made or natural disaster. How would it affect our Biscayne Aquifer, which is our source of drinking water? What would happen to our commercial shrimp and fishing industry? Would we lose the only coral reef in the continental U S , which also happens to be the 3rd largest in the world?

On the issue of jobs for the area, I'm concerned with the amount of supposed jobs a new airport would provide and how many would truly be available for local residents. To begin with, no passenger or cargo airlines are willing to move their operators due to distance As we know suitcases and boxes have difficulty connecting from concourse A to concourse B in MIA, let alone 30 miles apart. What about perishable goods? Even if some airlines would commit to moving, it's standard airline policy to hire from within first . There are a lot of airline employees that would jump at the opportunity to transfer to Miami. If that's not enough, while working at MIA, I witnessed over 2,000 applicants applying for 19 positions and the majority of them were ex Eastern and Pan American employees with 10 to 25 years experience and retrainable within 7 days. What jobs and what salaries are they referring to? What qualifications do these individuals have to run an airport and why do they need to use our taxpayers money to build it? Also which real estate property has more value? Land

2

adjacent to a full scale tourist resort and attractions or land needed for commercial development and parking lots that surround an airport? What would happen to the value of current residential property surrounding the proposed airport?

I must admit the decibel information in the study is very confusing and uncomprehensible Simply place a siren at HSTD Airport location and run it over a weekend to simulate take off and landing Then ask the neighboring communities and the recreational public, enjoying Biscayne Bay from Key Biscayne to Stiltsville to Elliot Key Morning side, Belle Meade, Shorecreast and Brickell areas already know what a busy airport can mean to their residential communities

My biggest public safety issue revolves around Turkey Point Nuclear Power Plant which was not addressed in your study. What would be the effect of a plane striking Turkey Point on the day the fuel barge is docking at the plant? How far will it reach and how long would it last? As we've seen in resent airline accidents, an airplane out of control falls wherever it wants and with the proximity of the plant to the runway, is it only a matter of time or a calculated risk? Could international terrorism have an advantage in take-off and landing clearance to attack Turkey Point before we could react?

Having attended various presentations given by the Hoover/Collier group only reinforced my original belief that a "commercial airport" is the last thing Homestead needs

The Hoover/Collier proposal encompasses all the positive element that makes up our community I feel that with their "proven" background and integrity it could only be the beginning of a prosperous venture and ensure our community a successful future This mixed use proposal allows us to display, in a centralized location, this areas' diverse natural resources. Unlike an airport that only deteriorates the local surrounding environment, proven by DERM s constant reprimands directed towards Miami International Airport s lack of commitment to its environmental issues

If the goal of the U S. Air force is "To dispose of this surplus property in a manner that supports local community plans for economic revitalization of South Florida and protects Biscayne Bay and the nearby national parks." then only the mixed use alternative can meet and possibly surpass that goal

Yvonne Mejides
Organic farmer
Board Member,
Miami-Dade County Agricultural Advisory Board
South Dade Soil and Water Conservation District

3

001561

March 4, 2000

United States Air Force
Homestead SEIS AFBCA/EX
1700 North Moore Street, Suite 2300
Arlington, VA 22209-2802

Dear Sirs:

I am writing to object to the proposed conversion of the Homestead Air Reserve Station into a commercial airport. The proposed airport threatens the unique ecosystem in the surrounding area. Biscayne National Park, Everglades National Park, and John Pennekamp Coral Reef State Park are all located near the proposed airport. Each of these parks will be adversely affected by the noise, pollution, and increased aircraft activity created by commercial aircraft and will degrade the natural beauty of these national and state treasures. Additionally, the Clinton administration recently announced an unprecedented campaign to protect coral reefs as ecological reserves because of the decline of coral reefs due to pollution and commercial activity.

I support the environmentally sensitive Collier-Hoover group alternative plan. This plan will complement the Everglades and Biscayne national parks by incorporating habitat for wildlife and extensive wetlands for improving the quality of the surrounding water. The plan will develop a large aquarium, resort hotels, golf courses as well as a research and education center focused on environmental and agricultural themes. This low impact use for the base will not threaten the fragile parks and surrounding ecologically sensitive areas and continue to promote tourism.

Thank you for your consideration in the important environmental issue.

Fred H. Heiner

Fred H. Heiner
97652 Overseas Highway Unit T-9
Key Largo, FL 33037

001562

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: March 6, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

At Grand Canyon National Park limits were recently placed on the number of overflights that would be allowed, to preserve tranquillity and control air pollution. What is being proposed for the HAFB property in South Florida is the establishment of a commercial airport between two parks, Everglades National Park and Biscayne National Park, both of which provide habitat for threatened and endangered species. Further, the plan anticipates having to fill nearby wetlands, which are the habitat for threatened and endangered species, as a safety factor for the aircraft that will be using the commercial area to reduce the frequency of bird-plane interactions The increased aircraft usage of the area, while possibly not of great significance to some of the wildlife, certainly would certainly seriously reduce the tranquillity for residents and visitors

Of the alternatives proposed, I favor the one proposed by the Collier/Hoover group for reasons related to the wildlife and tranquillity. Their plan is much more appropriate for the area.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Howard J. Tess

ADDRESS/DIRECCIÓN 417 East Ridge Village Drive

CITY/CIUDAD Miami

STATE, ZIP CODE/ESTADO, ZONA POSTAL Florida, 33157

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

Se publicarán sus comentarios en el SEIS FINAL. Favor de no incluir su dirección personal si no desea que esta aparezca en el SEIS FINAL. El hecho de proporcionar esta información es considerado como su consentimiento para publicarla

Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

001573

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 3/4/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

As a native of So. Dade County, I am strongly opposed to a commercial airport at Homestead AFB. This airport would cause irreparable damage to our two national parks and our agriculturally based community.
The need for economic development is apparent and I feel the mixed-use plan will fulfill this need without harming the environment.
I urge you to not convey this property for a commercial airport.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Catherine Alston

ADDRESS/DIRECCIÓN:

CITY/CIUDAD:

STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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Please hand this form in or MAIL BEFORE March 7, 2000 to:
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Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

---

2 March 2000

001577

U S Air Force
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802

Dear Sir,

I am a 23-year resident of Homestead, Florida I am writing to express my comments about the transfer of the Homestead Air Force Base and the ensuing SEIS While there can be no doubt that the south Dade area is in need of an economic engine to spark the regrowth of this depressed area, I do not think that the development of a commercial airport is the answer South Dade is the last area of green space along the developed coastal corridor from the Palm Beaches southward to the Florida Keys Not only does it lie between two national treasures, Everglades and Biscayne National parks, but it remains the only place in the continental United States in which winter produce and tropical fruits and vegetables can be dependably grown. These facts make the future course of development a concern to the nation as well as to the local area The rural, agricultural nature of this subtropical area will be a major asset in the future

While the conclusions of the SEIS indicated that the presence of a commercial airport east of Homestead would not greatly harm the two national parks, there can be little doubt that the nature of the park visitor would be affected by frequent aircraft noise and exhaust. The parks have been set aside as pleasuring grounds for the American people, places where they might refresh their spirits in an increasingly urbanized landscape I do not think the SEIS adequately addressed the intangible, yet ever more difficult to experience, natural experience Simply stated, commercial airports and national parks do not make good neighbors I implore you to resist the efforts of a small number of well-funded, self-interested groups who would place an airport in our midst to line their pockets at the expense of our life-style and our environment

I support the mixed-use Collier-Hoover Plan for development because I believe it will provide the region with the economic boost it needs, in the shortest amount of time, and with the least amount of effect on the rural character of the area. In particular, I believe that plan will develop the air base in a manner that will not harm and, properly executed, may benefit the neighboring national park areas through education and stewardship

Sincerely yours,

William F. Loftus

William F Loftus

1759 NW 20 St.
Homestead, FL 33030

Cc: Senator Bob Graham

Carol Schaff Peters and William A. Peters II
18755 SW 248 Street, Homestead FL 33031
Phone 305/242-1333 - Fax 305/247-9888

001582

March 7, 2000

Transmitted by Fax# 703/696-8828 and Mail

Homestead SEIS
AFBCA/EX
1700 N Moore St., Suite 2300
Arlington VA 22209-2802

Re: Biscayne National Park, Everglades National Park, Turkey Point Nuclear Plant and the Collier-Hoover Alternative for Homestead Air Force Base

Ladies and Gentlemen.

As residents of the last beautiful piece of agricultural land left in South Dade County, and being intensely concerned with the security of our national parks and the safety of our people and ecosystem, we are writing this letter to make sure you understand how important this decision is!

Succinctly
The proposed development of the former Homestead Air Force Base into a commercial air facility is WRONG and DANGEROUS.

1. It is between two national parks (Biscayne-1 mile and Everglades-7 miles) and the environmental impact will be unrecoverable And our 25,000 remaining agricultural workers will be out of a job! (NAFTA has already put thousands on public assistance and on the street!)
2. It is 2 miles from the Turkey Point Nuclear Plant One air accident affecting this nuclear facility would kill every individual in South Florida and the Keys, and poison the entire southeastern part of the U S , as well as the Caribbean - land and water

PLEASE refuse to allow the -st best misguided- development of HAFB as a commercial airport **The Collier-Hoover Alternative Plan is suitable, achievable, and environmentally and economically sustainable.**

THANK YOU for saving our home and future.

Sincerely,

Carol Schaff Peters

Carol Schiff Peters and William A. Peters II

William A Peters II

001581

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 3/5/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

My husband of 53 years and I have owned a vacation home in South Florida since the late 1960's. Six and one half years ago, we retired and looked forward with great pleasure to spending our remaining years in the peaceful, quiet environment of Cloth Key Largo. We were not worried about Turkey Point and its proximity to us. Now we are terrified at the prospect of the creation of a large commercial airport in Homestead w/ lower flying aircraft and a high density of planes making the once remote possibility of a plane crashing into the nuclear plant now a probability.
The environment we treasure of the Biscayne and Everglades National Parks, as well as our neighboring mangrove areas, will be destroyed forever by a large commercial airport. Not only will great chemical pollution occur, but also the noise pollution will be horrendous.
I support the Collier-Hoover plan which will provide a job producing, environmentally friendly, resort and business center.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Claire A. McCann

ADDRESS/DIRECCIÓN: 46 Harbour House

CITY/CIUDAD: Key Largo

STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33037-3737

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Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703 696-8828

001585

CECIL HIGHLAND 7 March 2000

Homestead Sers,

Please register my protest against the proposed airport at Homestead, FL.

The Hoover / Collier plan is a far better alternative plan for development of the former Base.

Cecil Highland

001587

Date: 2/15/00

To: Homestead SEIS
AFBCA/EX
1700 N. Moore Street
Suite 2300
Arlington, VA 22209-2802

FAX: (703) 696-8828

From:

Name: Valerie Gronbeats

Address: 508 King Street

City/State/Zip: Marion, N.C. 28773

Please save our parks!

I am writing this letter to tell you that I support the Collier/Hoover mixed use development plan for Homestead Air Force Base. The Collier/Hoover mixed use alternative development offers a partnership between the environment and the economy. Through creation of a visitor attraction, educational facility and business center, the project will bring jobs and dollars to South Dade without harming the national parks. Please support this proposal.

Sincerely,

Valerie Gronbeats

SIERRA CLUB
BERKS GROUP

Reply to: 30 Pine Street
Kutztown, PA 19530

001580

March 1, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore St. Suite 2300
Arlington, VA 22209-2802

Dear Sir:

The Berks Group of the Sierra Club takes particular interest in public lands and wildlife issues. We find the proposal to replace the Homestead Air Force Base with a major international hub airport most disturbing.

This site is very close to the Biscayne and Everglades National Parks and the Florida Keys National Marine Sanctuary. Certainly a major airport would seriously impact these conservation areas. We understand that the airport and additional expected development would generate 7 tons of air pollutants daily. Much of this would drain into Biscayne Bay. Meanwhile the development would increase nitrogen in the Bay, while reducing groundwater flow into it. In addition, noise generated by the airport would surely harm the nearby wildlife. Development breeds development, so the airport could be expected to eventually result in full development of the last sizeable remaining open space in South Florida. The parks and sanctuary would be reduced to islands in a sea of sprawl.

The SEIS underestimates the noise pollution as well as the additional development that the airport would attract.

The Homestead property is public land, and its future use must serve the interest of preserving and restoring natural resources in South Florida, especially present open space. Its future must also serve to protect the local national parks and sanctuary and advance the Everglades restoration plan. The proposed airport could not serve these functions. Among the options in the SEIS, the mixed use option if preferable.

Sincerely,

Phila Back
Phila Back
Chairwoman

100% recycled paper

4212 East 26 St.
Tulsa, OK 74114
February 19, 2000

001591

Homestead SEIS
AFBCA/EX
Suite 2300
1700 North Moore Street
Arlington, VA 22209-2802

To whom it may concern:

We are writing today regarding plans to turn the former Homestead airbase into a commercial airport. We believe this plan will be disastrous to the ecological health of Biscayne Bay and adjacent park lands and wildlife. According to information we have read:

- The airport and associated development would send tons of toxins into the air each day. Lead, heavy metals, and other hazardous chemicals would wash into Biscayne Bay
- Noise and industrial sprawl would have devastating effects on adjacent park lands and wildlife.
- It is imperative that any redevelopment be compatible with protecting and restoring the ecological functions of the South Florida ecosystem, particularly any remaining open space and already protected national parks and marine sanctuaries.
- The mixed-use alternative is the most preferable option in the SEIS, and is more acceptable than the commercial airport, as it would be some combination of commercial, residential and "other" uses.

Thank you,

Joseph Romine
Janet Holly Romine

Joseph & Janet Holly Romine

001595

Terri Fann
To: Homestead SEIS
Subject: Homestead Air Force Base

March 1, 2000

To
Homestead SEIS
AFBCA/EX
1700 N. Moore Street
Suite 2300
Arlington, VA 22209-2802

From.

Terri Fann
547 Arcadia Park
Lexington, KY 40503

I am writing this letter to tell you that I support the Collier/Hoover mixed use development plan for Homestead Air Force Base. The Collier/Hoover mixed use alternative development offers a partnership between the environment and the economy. Through creation of a visitor attraction, educational facility and business center, the project will bring jobs and dollars to South Dade without harming the national parks. Please support this proposal

Sincerely,
Terri Fann
Terri Fann

W. P. BUCKTHAL
700 S. Fillmore Street, Suite 444
Amarillo, Texas 79101-2444
Phone: (806) 373-0829 Fax (806) 371-0462

001597

February 22, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

Re: Homestead Air Force Base
U S Air Force Supplemental
Environment Impact Study

Gentlemen:

For the last ten years or so, I have regularly fished and boated in the Florida Keyes. I have watched with interest the progress in management of the Florida Keyes National Marine Sanctuary, which I use personally, along with Everglades National Park and Biscayne National Park.

I am, therefore, appalled at the prospect of an active, large plane, commercial airport where once was located the relatively benign Homestead Air Force Base. It is hard for me to believe that the Air Force can simply "give away" Homestead Air Force Base to Miami-Dade County for such a development without approval from the Environmental Protection Agency and the Department of the Interior, both of which I understand consider such a move a bad idea.

An alternate plan proposed by the Hoover-Collier Group is environmentally friendly and will provide jobs much quicker than a commercial airport, which will likely be opposed in the courts indefinitely.

I urge you to consider alternatives to the commercial airport option. The national parks deserve it.

Sincerely,
W P Buckthal
W P Buckthal

cc. Vice President Al Gore
Interior Secretary Bruce Babbitt
Defense Secretary William S. Cohen
Secretary of the Air Force F. Whitten Peters
Senator Kay Bailey Hutchison
Senator Phil Gramm
Congressman Mac Thornberry

001598

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: March 4, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I consider any plan to create a commercial, or any other, airport on the former Air Force tract a totally and totally misguided. Such an airport would be environmentally unsound. Both in terms of pollution and noise — and I strongly suspect also an economic dud.

There is an alternative proposal which warrants most serious consideration. It includes a golf course complex with additional office and residential developments planned. Homestead has more to gain from developments of this type — and they are far sounder socially, environmentally — and in this local, economically.

Bryce F. Ryan Ph.D.
Emeritus Professor, University of Miami

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Bryce F. Ryan
ADDRESS/DIRECCIÓN: 1003 East Ridge Retirement Village
CITY/CIUDAD: Miami, FL
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33157

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Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802

001599

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 1-3-2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Se está viendo el desarrollo de Miami Dade al negarle parte de los que quieren hacer que quieren hacer con el Aeropuerto le pienso que la mayoría de los que trabajaban en el Central Talisman la cual fue desmantelado y un centenar más que nos dejaron estoy de acuerdo en que se haga las compras pero no creo que se haga, tampoco nadie al contrario me ayuda como dejan a las gentes como he sido la mala propaganda que le dedican Radio y Televisión. Además esta es la área de que un lugar una planta nuclear eléctrica hace muchos años y no ha hecho daño alguno. Al mas cerca que un aeropuerto Militar y antes de Andrews Fera fastante grande trabajo en el lugar lugar con un camión con un contratista y yo planchaba platas en este momento estoy retirado tengo ahora 72 años he trabajado por para que todos ustedes trabajen no pido para mi pido para los demas.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: CELSO-A-CURBELO
ADDRESS/DIRECCIÓN: 2025 SW-58 COURT
CITY/CIUDAD: MIAMI
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Florida 33155

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001600

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Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2-7-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Estoy a favor del aeropuerto
que necesitamos hoy.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MAS ESPACIO****

NAME/NOMBRE: Ernesto Rivero
ADDRESS/DIRECCIÓN: 15931 SW 302 TER
CITY/CIUDAD: HOMESTEAD
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33030

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001601

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/7/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Estoy al saber de la base de
Homestead que se haga areapuerto que
para mejoría de nuestro estado

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MAS ESPACIO****

NAME/NOMBRE: LINO E. PINALOS
ADDRESS/DIRECCIÓN: 3500 SW 212 ST
CITY/CIUDAD: FIRA'dacity/ FLA. 33034
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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FAX: 703-696-8828

001602

Tel. #(305)243.5709 Homestead, 2/23/00
¡Hola!

Mi Nombre es Simona Gonzalez. estoy escribiendo esta pequeña Nota, para Manifestar mi apoyo al proyecto de un Aeropuerto Comercial en esta Ciudad, cosa que me llena de alegría, ya que soy una Nueva residente de esta Ciudad lo cual hace apenas 5 meses resido aquí.
Pero desde que arribé a esta Ciudad, me inquietó el saber que en esta Ciudad no hay un Aeropuerto, pero en muy poco tiempo me entero que del fabuloso Proyecto para hacerlo, lo cual me hizo muy feliz y por lo tanto estoy expresando mi apoyo.
ya que es una obra que podrá dar empleo a tantas personas desempleadas, a la cual yo pertenezco y quizás algún día pueda ser beneficiada o quizás alguno en mi familia.
Por lo tanto reciban mi mayor apoyo, y si en algo puedo ser útil, estoy dispuesta.
Atte. su saludo
Simona Gonzalez

001603

Written Comment Sheet – Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS – Audiencias Pulicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participacion

DATE/FECHA: 02/17/2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

ESTOY DE ACUERDO, PORQUE LE QUITA TRAFICO AEREO AL AEROPUERTO INTERNACIONAL DE MIAMI, GENERA EMPLEO TAMBIEN EN EL MOMENTO DE LA CONSTRUCCION, COMO UNA VEZ COMENZE A OPERAR.

****CONTINUE ON BACK FOR MORE SPACE****
****CONTINUE AL DORSO PARA MAS ESPACIO****

I ARBEY RODRIGUEZ **support the Dade County Airport for Homestead.**

NAME/NOMBRE: ARBEY RODRIGUEZ
ADDRESS/DIRECCION: 6955 NW. 52 ST.
CITY/CIUDAD: MIAMI, FL
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FLORIDA, 33166

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001604

Mr. Frank Duncan AFBCA/EX
Homestead AFB SEIS
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802

703-696-5423
hafb_seis@afbda1.hq.af.mil

Dennis Jon Sytsma
19771 SW 280 St
Homestead, Florida
33031-3204-05

305-246-1659 voice
305-334-2916 pager

sytsma@gzinc.com
http://home.gzinc.com/sytsma/

March 6th, 2000

RE: Homestead AFB reuse Plans

To whom it may concern,

I remain opposed to the Commercial Airport Reuse plan. A commercial airport near Biscayne and Everglades National parks is a bad idea. It is a bad idea to place a commercial airport near sources of Ocean birds such as Biscayne Bay and the South Dade Landfill. When Planes crash they can be out of control like Valuejet and Fine Air Crashes. What and when will a plane crash into Turkey Point Nuclear Plant ?

If the airport reuse plan fails to thrive due to lack of support of the Aviation Industry, who will be forced to pay ? The Taxpayers ! If the Commercial Airport reuse plan thrives, it will encourage Urban Sprawl and expedite loss of domestic farm land needed to produce winter crops for a future overpopulated America.

I for one do not want the noise and congestion a airport reuse plan would bring to my community. If successful, it would generate more commuter traffic on the Florida Turnpike and affect keys tourism. Turkey Point Nuclear plant was supposed to bring new jobs to this community, and it did, but many commute into the area, instead of providing jobs for the poor. Aviation professionals have jobs skills, and education and job training could do more for the unemployed and poor then a commercial airport could. To my mind the commercial airport reuse plan is a lose-lose proposal. The Political reality is environmental groups and many in the community will battle the commercial airport plan for years if approved now. Best thing to do is to terminate this plan now ! We can do better !

Sincerely
Dennis Jon Sytsma

001605

Written Comment Sheet – Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS – Audiencias Pulicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participacion

DATE/FECHA: 2-16-2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Apoyo la construcción del Aeropuerto en Homestead porque una obra de esta envergadura impulsara la zona, sur del condado de Dade economica y socialmente. Ademas de descentralizar el tráfico aereo del Aeropuerto de Miami –

****CONTINUE ON BACK FOR MORE SPACE****
****CONTINUE AL DORSO PARA MAS ESPACIO****

I José Luis Fulqueira **support the Dade County Airport for Homestead.**

NAME/NOMBRE: José Luis Fulqueira
ADDRESS/DIRECCION: 10861 SW 150 CT
CITY/CIUDAD: Miami FL
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33196

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001606

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Thank you for your input
Gracias por su participacion

DATE/FECHA: 2/14/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Go Homestead !

****CONTINUE ON BACK FOR MORE SPACE****
****CONTINUE AL DORSO PARA MAS ESPACIO****

I DAMY GONZALEZ **support the Dade County Airport for Homestead.**

NAME/NOMBRE: DAMY GONZALEZ
ADDRESS/DIRECCION: 13617 SW 287 Lane
CITY/CIUDAD: Homestead, FLA 33032
STATE, ZIP CODE/ESTADO, ZONA POSTAL

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Thank you for your input
Gracias por su participacion

DATE/FECHA: 2/14/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Yes!

****CONTINUE ON BACK FOR MORE SPACE****
****CONTINUE AL DORSO PARA MAS ESPACIO****

I Mirna FERnandez **support the Dade County Airport for Homestead.**

NAME/NOMBRE: Mirna FERnandez

ADDRESS/DIRECCION: 13030 SW 260 Terr

CITY/CIUDAD: Homestead, FLA 33032

STATE, ZIP CODE/ESTADO, ZONA POSTAL

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001816

Written Comment Sheet – Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS – Audiencias Pulicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participacion

DATE/FECHA: 2/16/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

We need the Airport Badly, Cuzto Hurricane Andrew the place became a dead lot. this will create more jobs + a better living for all of us!

****CONTINUE ON BACK FOR MORE SPACE****
****CONTINUE AL DORSO PARA MAS ESPACIO****

I Mirna Hernandez **support the Dade County Airport for Homestead.**

NAME/NOMBRE: Mirna HErnandez

ADDRESS/DIRECCION: 100 NE 6 Ave # 518

CITY/CIUDAD: Homestead, FLA 33030

STATE, ZIP CODE/ESTADO, ZONA POSTAL

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Written Comment Sheet – Hoja para Comentarios por Escrito
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Thank you for your input
Gracias por su participacion

DATE/FECHA:

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I SUPPORT AIRPORT COMERCIAL

****CONTINUE ON BACK FOR MORE SPACE****
****CONTINUE AL DORSO PARA MAS ESPACIO****

I René Morales **support the Dade County Airport for Homestead.**

NAME/NOMBRE: RENE MORALES

ADDRESS/DIRECCION: 15997 SW 288 ST

CITY/CIUDAD: HOMESTEAD

STATE, ZIP CODE/ESTADO, ZONA POSTAL FL 33032

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001818

Written Comment Sheet – Hoja para Comentarios por Escrito
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Thank you for your input
Gracias por su participacion

DATE/FECHA 2-17-2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I SUPPORT BULDING ON AIRPORT (COMERCIAL) BECAUSE IT COULD HELP THE REBUILT THE ECONOMIC DEVELOPMENT OF THE ARE, PRODUCING MUCH NEEDED WORK FOR THE HOMESTEAD AREA POPULATION

****CONTINUE ON BACK FOR MORE SPACE****
****CONTINUE AL DORSO PARA MAS ESPACIO****

I LEONARDO FULGUEIRA **support the Dade County Airport for Homestead.**

NAME/NOMBRE: LEONARDO FULGUEIRA

ADDRESS/DIRECCION: 6955 NW 52 ST #109

CITY/CIUDAD: MIAMI – FL – 33166

STATE, ZIP CODE/ESTADO, ZONA POSTAL 33166

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001819

Written Comment Sheet – Hoja para Comentarios por Escrito
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Thank you for your input
Gracias por su participacion

DATE/FECHA: 2/14/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

We needed this 4 years ago.

****CONTINUE ON BACK FOR MORE SPACE****
****CONTINUE AL DORSO PARA MAS ESPACIO****

I Rogelio Hernandez **support the Dade County Airport for Homestead.**

NAME/NOMBRE: Rogelio Hernandez

ADDRESS/DIRECCION: 13620 SW 287 Lane

CITY/CIUDAD: Homestead, FLA 33030

STATE, ZIP CODE/ESTADO, ZONA POSTAL

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001841

30835 SW 191 Avenue
Homestead, Florida 33030

February 07, 2000

Homestead SFIS
AFBCA/EX
1700 N Moore Street
Suite 2300
Arlington, Virginia 22209-2809

Dear Sirs,

I am writing this letter in regard to the future development of the Homestead Air Force Base land. I am a former employee of the base and feel strongly that the development of this property for a commercial airport will not impact the environment adversely. It was not an issue when the base was actively flying fighter jets in and out and I do not feel it is now.

I am an an avid birdwatcher and environmentalist and would not be in favor of any development which I see as a deterrent to the habitat of wildlife. The waters of Biscayne Bay were not polluted by the Air Force base and there was a wealth of bird life in the area while the base was active.

Please consider this letter as one in favor of consideration of the development of the former Homestead Air Force Base as a commercial air port. It will aid in the recovery of our area as was promised by both then President George Bush and then candidate Bill Clinton after the devastation of Hurricane Andrew.

Thank you.

Sincerely,

J Annette Jones

J. Annette Jones

001842 1/6/00

* I believe many residents at Ocean Reef are strictly selfish in their pursuit and do not "agree for everyone"... and are biased. We live in a community the majority of the year, Rome, NY... previously Griffiss Air Force Base, that recently 5 yrs. ago... cannot decide how to utilize this runway. Don't let this happen to Homestead! Keep their area alive except of selfish interests.

February 1, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

Oh... p.s. has Ocean Reef Club ever considered going public instead of private — oh! No

Dear SEIS Contact:

I am a homeowner in the Ocean Reef Community, which is located on the northern end of the island of Key Largo in the Florida Keys. All of us at Ocean Reef are gravely concerned about the environmental destruction that will most surely be caused by the Air Force's proposed transfer of the Homestead Air Reserve Base in Florida to Miami-Dade County for development of a large commercial airport. We strongly believe that the development of a commercial airport at the Homestead site will cause unacceptable amounts of noise and air pollution to this area. (of course our airport in Constant use) is ok & does not create noise & pollution

Not all of us

The alternative proposals for the development of the Homestead base include a mixed commercial and residential plan that would be far more compatible with the adjacent national parks, while still providing an economic boost to the local area. Also, there appears to be alternative sites for development of additional commercial airport capacity in South Florida.

We urge you to consider the commercial airport option so we may preserve the unique environmental treasure of the Biscayne and Everglades National Parks. See the Community of Homestead prosper in ways that studies indicate a commercial airport has such an impact. Needless to say how the flight patterns minimally affect Key Largo — yet this new airport would allow a great deal of accessability to the entire Florida Keys. Compare studies on their Environmental impact.

In advance, we thank you for your time and consideration

Sincerely

Kristen Jean Robinson
6371 Martin Drive
Rome, New York 13440. (owners of MV 23)
Ocean Reef Club
Key Largo, Fla.

001843

HAROLD A. GREENE

18955 N. E. 21 Avenue
Miami, Florida 33179-4336

Telephone: 305 932-1834
Facsimile: 305 932-1834

February 29, 2000

HOMESTEAD SEIS,
AFBCA/EX,
1700 North Moore Street
Suite 2300
Arlington, Virginia 22209-2802

Re: Homestead SEIS, Comment

Dear Sirs:

The undersigned, a former Dade County Commissioner, and long time (over 60 year) resident of Miami-Dade County, herein expresses his strongest possible objection to the use of the former Air Force facility at the Homestead Air Base for a commercial airport.

On page 2 of the report, there appears a statement, "The Air Force seeks to dispose of this property in a manner that supports local community plans for economic revitalization of South Florida, ...". This seems to be out of keeping with current conditions in South Florida, which is undergoing an economic boom. If the intent is to provide to the City of Homestead a business operation ostensibly for an additional commercial runway for to supplement Miami International Airport (MIA) to be run by a group of local entrepreneurs, Homestead Airbase Development, Inc., (HABDI), who have cajoled and pressured the Miami-Dade County Commission to give them a long term lease on the facility, then where is the concern for local residents, local farming interests and local quality of life? Is it the function of the Air Force to help establish a private enterprise on public land at the expense of destruction of the peace and quiet in the community? These entrepreneurs, most of whom live an appreciable distance from the area that will be impacted heavily by the use of the SINGLE runway as a supplement to MIA, have not shown one iota of concern for the environmental damage which will likely occur to the fragile ecosystems in the area, or the loss of the quality of life in the community surrounding the proposed HABDI operations.

I remind you that some 30 plus years ago an attempt was made to establish a training airport in the midst of the Everglades, some 20 to 30 miles west of MIA. I was a member of the Dade County Commission at that time and initially favored the project. As the scope of the proposed facility was projected, it seemed necessary. It was not until later that it began to become clear that the Airport Director and his staff really intended the location to eventually become a full commercial airport with limited roadway and train access. After that, the objections mounted, environmental concerns became evident, and the project was abandoned. I initially favored the proposal, but as the size and intended heavy use of the facility became apparent, I changed my mind.

Homestead SEIS, public comment, 2/29/00, page 2

Is the environmental damage, which will certainly occur as a result of the proposed HABDI facility, any less of a concern today, in a more environmentally aware time, than it was in the 1960's? What the study shows is that there will be substantial impact on the Everglades National Park, Biscayne National Park, Crocodile Lake National Wildlife Refuge, and the upper Keys There are substantial concerns about the damage which will occur to the underwater reefs, mangroves, critical marine habitat and crystal clear water of Biscayne Bay Various environmental protection organizations have expressed their objections to the proposed use based on their critical concerns for the loss of pristine wilderness areas and the animals, plants, fish, marine creatures, all of which may suffer damage and possible extinction. The congress, in its confirmation of Biscayne National Park, (mostly through the efforts of Congressman Dante Fascell and other federal legislators representing this community), identified the park as "a rare combination of terrestrial, marine, and amphibious life in a tropical setting of great beauty." Will this be destroyed by the combination of greed, unthinking public officials, carpetbaggers, and those who would destroy our heritage in order to profit?

Some may remember the sustained efforts of Senator Spessard L Holland, and others in Congress, which brought into being Everglades National Park, described by its premiere advocate, Marjory Stoneman Douglas, as unique in the world.

It should be recalled that the City of Homestead undertook the construction of a baseball stadium, now mostly unused, allegedly for the purpose of enticing a major league baseball team for spring training, at a cost to the tourist taxpayers of this county, which has proved to be a non-productive. Now its Mayor advocates a commercial airport. Is there no thought being given to the destruction of the quality of life in the community such a facility and its supporting businesses will cause?

I am very much aware of the loss of life quality in all of South Florida over the past 50 years From a genteel community of mostly single family homes, accessible beaches, limited traffic congestion, and relative safety, it has grown to a large, unmanageable complex, stressful, congested, heavily trafficked and almost unlivable area where cocaine dealers ply their trade and people are shot at and killed in traffic incidents Is this the progress the people of South Dade want? If so, I'd suggest they come live in the eastern part of North Dade County for a while to get their fill of what has been accomplished here in the name of progress How many communities have over 40,000 people crowded together in a city called Aventura, on what was once a tidal swamp?
Are these mistakes to be allowed to be repeated ad infinitum in the name of progress? How many of the builders and developers that created these monstrous communities have remained to suffer through the excessive overbuilding they wrought?

Are more jobs, heavier congestion, damage to the environment and lifestyles of the people worth the loss of quality of life and damage to the environment the proposed

Homestead SEIS, Public Comment, 2/29/00, page 3

airport will bring? I know they are not, based on personal experience, and regret that at any time I sat unthinking about the future of my home while all this was going on

I urge those advocating the commercial airport in South Dade think not of their immediate profits, but the long term damage their activities in the name of business will surely create in the entire community

The future should not be held hostage to the material designs of men

Cordially,

Harold A Greene
HAG
cc. Sierra Club, Miami
Friends of the Everglades
Honorable William Jefferson Clinton, President, United States
Honorable Al Gore, Vice President, United States
Honorable Bob Graham, USS
Honorable Connie Mack, Jr , USS
Honorable Alex Penalas, Mayor, Miami-Dade County
Honorable Gwen Margolies, Chair, Miami-Dade County Commission
Honorable, Katie Sorenson, Commissioner, Miami-Dade County
Honorable Carrie P Meek, MC
Honorable Peter Deutch, MC
Honorable E Clay Shaw, Jr , MC

03/02/2000 15:16 305.245.5241 CITYOFHOMESTEAD PAGE 02

001844

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 03-06-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I HAVE READ THE SEIS AND
AM IN SUPPORT OF LIMITED
COMMERCIAL AVIATION IN THE
REUSE OF HOMESTEAD AIR FORCE BASE.
I LIVE LESS THAN 2 miles FROM THE
SOUTH END OF THE RUNWAY. PLEASE
RELY ON THE INFORMATION PAID FOR
BY THE TAXPAYERS (5 million $)

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: JEFF PORTER
ADDRESS/DIRECCION: 1586 S. GOLDENEYE CIR
CITY/CIUDAD: HOMESTEAD
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33035

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Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX 703-696-8828

001845

2/23/00

To Whom it may concern,

I would like to express my concern regarding Homestead Air Force base that is being considered for something other than an airport.

Please note Opa-Locka airport cannot handle the proposed air traffic. It has been proven in the reports presented to the powers that be have shown that there is a clear and proven danger to the community.

The runways at Homestead are much longer and much more equipped to handle and relieve traffic, as stated from John MacDonell, Director Aviation Management Services at Miami-Dade.

Please consider our quality of life and the potential danger for the Miami Lakes Community. I know the environment is important but so are my children!

Thank You
Angela Harrison
6338 Lake Champlain Terr
Miami Lakes, FL 33014

305 822-8937 (H)
305 439-4431 (W)

001846

Mar 3 2000

Homestead Sir, AFBCA/PA,
1700 N. Moor ST
Arlington, VA.

I would like my vote to count for Homestead air Base. I have lived through two Closing of Homestead air Base.

We need that air strip, more so now, than ever before. If emergency should arrive, like Hurricane Andrew. We need flying Kitchen, not surgery buds, or air out war.

The days here ended for people sitting on their rear ends & enjoying leisure parks. Thank you

J. F. THOMAS
CUTLER RIDGE, FL.

001847

16522 SW 297 th Terrace
Homestead Florida
33033-3239

Homestead Draft SEIS
AFBCA/PA
1700 N> Moore Street, Suite 2300
Arlington, VA 22209-2802

To whom it may concern:

My Wife and I would like to go on record as ***FAVOURING*** the building of a Commercial Airport on the old Homestead Airforce Base.

There have been aircraft using the Base for decades without any apparent enviromental problems.

ENOUGH STUDIES

BUILD THE AIRPORT FOR THE BENIFIT OF HOMESTEAD AND ITS RESIDENTS.

Thank You

Donald Jack
Donald Jack

Eulalia A-Jack
Eulalia A. Jack

J'

001848

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: _____

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I recently toured Andrews Air Force Base. There will be a better opportunity for Dade County if

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Egidio Melo
ADDRESS/DIRECCIÓN: 15260 SW-300 ST
CITY/CIUDAD: Leisure City
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

001849

Vera R. Hackett
160 Northeast 18th Street
Homestead, FL 33030

US Air Force
Homestead SEIS
AFBCA/EX
1700 North Moore St
Suite 2300
Arlington, Va. 22209-2802

4 March 2000

To whom It May Concern:

I do not understand all the controversy about the Homestead Air Force Base. Everyone was very willing to support the Air Base and all the people and the money added to the community with no concern for the environment when it was necessary for the defense of our country, and as a Community we were very proud. There was no pollution to the bay and surrounding waters there many years.

Resorts will bring income to resorts -- not the community -- they are self sufficient.

The most important mistake was when the Southern Command left Panama and did not use the property and facilities established at HAFB, but invested the peoples money in more property and buildings in Miami.

Healthy visitors -- even if they live here 3-6 months each year, have their money invested in the north -- an airport will bring work and money to the community, which is very

seriously needed if we are to survive.
I have lived here all of my life and have great respect for nature and the environment. Sensibility can be maintained as we grow.
Thank you for your time.
Vera Rhany Nackett

001850

Could Special-Interest Groups Destroy Earth?

S. Portal
Energy specialist

The great problem of humanity today is the ecology. It is the ecology above all other branches of the human knowledge, which controls and directs all other self-named entities; such as government, science, political, etc.—without water and air, there is no science, no government.

Anyone even with a low-level intelligence, realizes that a hurricane, a volcano eruption, a flood, an earthquake, or any other natural phenomena paralizes the seas, the air, the roads, electricity. Government, armies, and any other so-called power organization by our society are left powerless and completely out of action and are left to beg for calm and to wait for better weather to move their vehicles and control elements.

If this is a reality that is asserted year after year in all the countries of the world, then, why is that governments, scientists, the universities and those so-called "thinking brains of our society," the "power brokers" stubbornly continue to refuse to enforce solutions readily available.

Problems such as the green house effect, the carbon dioxide emission, floods, and nuclear radiation already have a solution.

I have presented a practical solution, but for many years of indifference and lack of support, and the little intelligence from the part of governments, they have shut the door and the earth continues to be razed.

That is the truth!

S. Portal, 1997
Energy Specialist

4759736
Fax (305) ~~643-8751~~
~~http://www~~.galaxi.net/~gpc/

Mr. Danny Valdes
27141 S.W. 119 Court
Miami, Florida 33032

February 27, 2000

001851

Homestead SEIS
AFBCA/EX
1700N. Moore St., Suite 2300
Arlington, Va 22209-2802

To the SEIS,

I am the Vice President on the Board of the Cutler Landings Homeowners Association. My community is the closest residential neighborhood to the north east corner of the Property formally known as Homestead Air Force Base. My community has 379 houses. I am enclosing photos of what my community looks like after a very hard rain. We flood. Please study the flood plan for the area thoroughly.

Photo number one: This is looking west up the street in front of my house.

Photo number two: This is my back yard from my deck facing east a day after the rain stopped and the water started to recede.

Photo number three: This is my neighbor, checking the drain in front of his house for blockage, and I'm looking north up 119th Court.

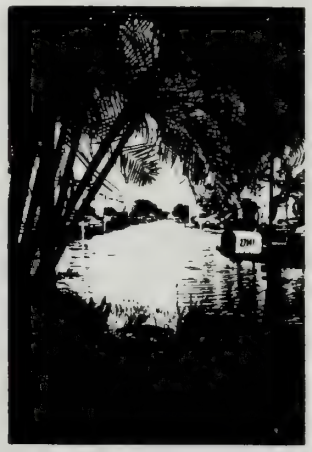
Photo number four: This is the intersection of 119 court and 271 street, this is our community park, where are children's playground is, this area takes several days to drain. And we get ducks and wild birds during that time visiting.

What would an airport do the quality of life in our community? Could you assure us the water flooding our community wouldn't be contaminated from the airport? We have fought hard to rebuild after hurricane Andrew devastated our area. But when 75% gave up and left,we stayed and rebuilt.

I support the Mixed Use Alternative Plan. No Airport!

Don't turn your back on us, make the difficult choice to help us. This community is an example, that hard work pays off.

Sincerely,



Kelly Valdes

11901 S W 272 Terrace
Homestead, Florida 33032

Fax (305)258-0240

001852

February 20, 2000

Homestead SEIS
AFBCA/EX
1700 N. Moore Street
Suite 2300
Arlington, VA 22209-2802

I am writing because I live in a housing development where the property line is less than a mile off the property formally know as Homestead Air Force Base. I have lived here since 1988. Before that I lived 10 miles from the base. Since my Grandfather was in the Air Force my family settled in this area. I don't think I can tell you how great a soldier my Grandfather was, in a letter, but he was a POW in WWII, and was recognized for his bravery. His real love was to take my brother and I to the National Parks in our area. He introduced and gave me an appreciation for what we have in our backyard. He told me to see all the other parks in this great country of ours. On family vacations, that is what we have tried to do. My family deserves to have the same in the future. How will I explain to my children some day that I let down my Grandfather.

Please don't allow the politicians who are not thinking about the future of my children to build an airport between the two National Parks in my area. There are other ways to get jobs in our area without killing the parks. The political figures in Miami-Dade county don't know what many Americans have fought for in this country. Protect our National Parks.

Sincerely,

Kelly A. Valdes

Mrs. G. Ogncan

30745 S W 114 Court
Miami, Florida 33177

001853

February 20, 2000

Homestead SEIS
AFBCA/EX
1700 N. Moore Street
Suite 2300
Arlington,VA 22209-2802

I am writing because I have been a resident of South Dade since 1965, when my husband was stationed at Homestead Air Force Base. We retired from that base and have raised two children and four grandchildren in this area.

I support the Mixed Use alternative development, give this community something to be proud of not something to be ashamed of. We fought back really hard since Hurricane Andrew and the closing of the base, to rebuild this area. We have come a long way and are still busy.

Don't turn your back on us, make the difficult choice to help us. Hard work pays off.

Sincerely,

Geraldine Ogncan

001854

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: Feb. 20, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I signed up to speak at the South Dade High School SEIS meeting in Homestead, but never got a chance. All the political speakers for the county took up all the time. I am enclosing my letter to be part of the public hearing.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Linda Valdes
ADDRESS/DIRECCIÓN: 27141 SW 119 Ct.
CITY/CIUDAD: Miami, Florida 33032
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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AFBCA/EX
1700 N. Moore St , Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

001855

Linda Ogman Valdes

27141 S. W. 119 COURT
MIAMI, FLORIDA 33032

Fax (305) 258-0240

February 20, 2000

Homestead SEIS
AFBCA/EX
1700 N. Moore Street
Suite 2300
Arlington, VA 22209-2802

I am writing because I haven't been able to be heard. I attended the SEIS hearing at South Dade High School and signed up to speak. I was told it started at five o'clock p.m. but by nine o'clock when the mayors, commissioners, representatives and senators from all over the county were given their 10 minutes to speak in support of their peers it was apparent to me that I was not going to be able to speak that night. I went up to the table where I signed in and was told if I go to another hearing further north the following night maybe the political figures would not take over the hearing. This wasn't right.

This whole process hasn't been right. From the time HABI made an agreement with Miami Dade County to take over the property. The community has been left out and in the dark. This attempt with the SEIS hearings to bring the community into the picture, late as it was. Was not succesaful either.

We are treated like the children and everyone is talking over our heads about what is best for us. But we are not children we are tax paying voting adults, who bought homes here and work teaching in the schools here, and we want a say in what happens in our community.

An airport at the former Homestead Air Force Base would be wrong 1. Miami Dade is greedy wanting to take over this property, they have an airport and don't want to share with Broward's Ft. Lauderdale airport. 2. Jetport was wrong for the Everglades, equally wrong to be between Biscayne National Park and Everglades National Park. 3. The community was not told the whole truth, in 10 years when there is an airport on the property, the people would commute to this area for jobs not hire in this area only. My husband drives 30 miles to work in Hialeah, so we can raise a family in South Dade,away from the congestion of the airport. 4. The mayor of Homestead is selling an idea, (like the racetrack) he doesn't care about the property, it's not in his backyard. 5. It is in my backyard and every time it floods, it takes a couple days for the water to go down, what kind of contamination would there be in my community park when there is an airport instead of a empty base in the flood plan? No one let me ask that question, and I would like an answer. 6. I attended many meeting for the Regional park, on 268 Street, to be built on the property turned over to the county from the Government. Why would a child play baseball next to an airport. It's difficult to hear the announcer at the Homstead Sport Complex when a jet flies over occasionally, a constant flying over of commercial airplanes would be more than difficult to understand.

One resource should compliment the other assets in the area, not destroy what the area has going for it. Please look at the whole picture, money makes some people blind to the issues.

Sincerely,

Linda Ogman Valdes

001856

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/24/2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I live in Keys Gate. I occasionally see Florida Panthers in the wild near my house. What happens to them!? I moved to South Florida to be IN nature. This is a beautiful area and it would be unacceptable to have it destroyed, or even diminished! Where are the rainforest? Where are the forest that are turned into lumber. Where does it stop? I camp in Florida Bay & I see eagles and pink Flamingos. What happens to them? There are ways to create jobs without impacting the environment. To be quite honest, I don't want anything there. I love being out in the "boonies". There's no traffic at Keys Gate, there is no crime! This will certainly change if an airport is built.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Conal D. Ryan or (305-367-3200
ADDRESS/DIRECCION: PO Box 191 8271 SE 27th Dr.
CITY/CIUDAD: Key Largo Homestead
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33037 FL 33035

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Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

001857

310 Partridge Ln
Longwood FL
32779
03/01/00

Home seis
AFBCA/Ex
1700 N. Moore St
Suite 2300
Arlington VA 22209-2802

Dear Sir/Madame,

Is your home of any value to you? Mine is and so are the homes of the animals that live in the Everglades. As you and your company build an airport you will be destroying their homes. Also a airport will provide jobs it will destroy our environment. Think of all the pollution that an airport causes. Runoff, garbage, Smoke & Roads. The noise will frighten the animals and the fingers will be pointing at you when the Everglades die.

Sincerely
Teri Collins

---

832 Sweetwater Is. Cr.
Longwood Fl.
32779
3/1/00

Homestead SEIS
AFBCA/EX
1700 N. Moore St.
Suite 2300
Arlington 22209-2802

001858

Dear Sir/madame,

I strongly oppose to you building a airport in the Everglades. I think that it will stongly hurt the environment. Some of the ways it will hurt the Everglades is the fumes from the planes, the gassoline run-off into the the ground, the garbige, and the disturbing the animals around. Also it will distroy the land and homes of the animals with all the run-ways, terminal, and the highways built to get their. If you understand please don't build the airport. 6-A

Sinceresly Eva Ryder Eva Ryder

001559

407 Prairie Lake Drive
Fern Park, FL 32730

Homestead SEIS
AFCA/EX
1700 N. Moore St.
Arlington, VA 22209-2802

To whom this may concern,

I am a member of the SPEAK Club, which means Students Promoting Environmental Action Knowledge, here in Orlando. Our teacher told us that you might build a airport in the Everglades in South Florida.

Look at it this way: If you people were trying to break up a war, would you build a country right in the middle of the war? I think not. Well, if you build this airport, that's what it is going to do. Florida is working hard to help the Everglades. It's been a long battle. Now you will only make it worse.

I hope you will not build this huge airport in South Florida. Please protect the Everglades for my generation and for the generations to come.

Sincerely,
Katie
Katie Kanler
Grade 7

001560

2471 Island Dr.
Longwood, FL 32779
March 1, 2000

Homestead SEIS
AFBCA/ EX
1700 N. Moore St.
Suite 2300
Arlington, VA 22209-2802

Dear Sir or Madame,

I am a member of a middle school environmental club. I am totally against the idea of putting an airport in or near the Everglades. All the gasoline from the planes will, most likely runoff into the everglades. Even if there is a retention pond or some type of runoff system there will still be runoffs into the river leading to the everglades. The Everglades are one of Florida's last historic sites. If you add an airport some of the animals and their homes will be destroyed. The beauty of the Everglades will be gone forever if this happens. The noise of the airplanes landing and taking off are going to destroy the animals peace and quiet. All the future generations deserve the chance of seeing the Everglades in its original habitat. You have no right to destroy or hurt in any way the beautiful land. I just want you to know that I am one hundred percent against the plan or idea of building an airport in the Everglades.

Sincerely,

Kristine Webb
Kristine Webb

001561

Christina Sebben
2348 Springs Landing blvd
Longwood, Florida
32779
March 1, 2000

Homestaed Seis
AFBCA/EX
1700 N.Moore St.
Suite 2300
Arlington, V.A. 22209

Dear Air Force,
I am a student at Annunciation Catholic Academy and my teacher told us That you may or may not be building an Airport on top to the Everglades. You will take away the homes of millions of animals. I know that you know that pollution will kill most of those animals because the pollution will make their water that they live in very unhealthy and of course they will die. Secondly all that noise make their habitat miserable to live in. And I have to ask you to ask yourself that would you like to live someplace really noise. I think not. Anyway why do you have to make a Airport on top of the Everglades I think you have a lot of area in Florida to build that Airport somewhere else.

Sincerely,
Christina Sebben
Christina Sebben

001562

HomesteadSeis
AFBCA/EX
1700 N. Moore St.
Suite 2300
Arlington, VA 22209-2802

Valleri Cohen
516 Bison Circle
Apopka, FL 32712
03/01/00

Dear Sir or Madam,

I am concerned about your plans to build a airport in the Everglades. Many animal types live in the park and the loud noises could scare them, the gasoline run-off could harm their drinking water, or the roads leading to the airport could interrupt their passageways to other parts of the park. Also, a lot of animals could get run over by cars, and since the airport would be in a national park, birds might fly into the engine and cause trouble. Besides, there is already an airport over there and what's more important, wildlife or money? That is an easy question for us here at the S.P.E.A.K club (Students Promoting Environmental Action and Knowledge). We try to help our animal friends no matter what they do to us.

Love,
Valleri

001883

1824 Marley Place
Longwood, FL 32750
March 1, 2000

Homestead SEIS
AFBCA/EX
1700 N. Moore St.
Suite 2300
Arlington, VA 22209-2802

Dear Sir / Madme,
I am a member of a club called S.P.E.A.K. This is an enviromental club. We have been learning about our enviroment. I disagree with putting an airport in the Everglades. This will cause lots of pollution and damage to the Everglades. The noises will affect the animals in their natural habitat. The Everglades is a beautiful place and should not be disturbed or destroyed in any way. The fumes and gasoline will go into the water systems there.

We have already come so close to losing the Everglades. Please help us to save it. The next generation deserves to see this very beautiful place.

Please, if you care, do not build another huge airport in South Florida so close to the Everglades.

Sincerely,

Holly Olrich

Holly Olrich

001884

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: Feb 17, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I am opposed to the development of Homestead airforce base into a commercial airport.

My main concerns center around the negative ecological impacts of development upon America's National Parks

The noise and ecological impacts along w/ the secondary development is unacceptable.

Please support sustainable growth and the Collier proposal!

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO, PARA MAS ESPACIO****

NAME/NOMBRE: Jennifer Ferenstein, Nat'l Board of Directors
ADDRESS/DIRECCIÓN: 326 East Spruce Sierra Club
CITY/CIUDAD: Missoula MT 59802
STATE, ZIP CODE/ESTADO, ZONA POSTAL

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AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209 2802
FAX: 703-696-8828

001885

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/17/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

PLEASE DO NOT MAKE HOMESTEAD AN AIRPORT FOR COMMERCIAL FLIGHTS. THE TWO NAT'L PARKS IN THE VICINITY ARE TREASURES DESERVED OF PROTECTION FROM POLLUTION & NOISE. AN AIRPORT CAN BE BUILT SOMEWHERE ELSE THE NATIONAL PARKS CAN NOT!!!

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: BETSY GAINES
ADDRESS/DIRECCIÓN: PO BOX 1263
CITY/CIUDAD: Bozeman, MT 59771
STATE, ZIP CODE/ESTADO, ZONA POSTAL

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Arlington, VA 22209-2802
FAX: 703-696-8828

001886

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2-17-2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I oppose the HARDI Homestead Airport development. The analysis does not sufficiently consider the cumulative effects on the natural environment, especially the need to restore the surrounding ecosystems around the airforce base. The range of alternatives is insufficient as it does not include an alternative to restore the area. An alternative should include at least restoring the area in question and/or connecting the adjacent national parks.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Michael Dursey
ADDRESS/DIRECCIÓN: University of Michigan, School of Natural Resources & Environment
CITY/CIUDAD: Ann Arbor
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Michigan, 48109-1115

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/15/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I am opposed to the proposal of a commercial airport at the site of the former Homestead AFB. The local disposal of this land was done in a back-room undemocratic manner. Recent events here seem to be changing the rules that lobbyists operate under. I know that the Air Force follows local recommendations but the local authority here is corrupt and publicly discredited. Few people support this airport proposal apart from (1) developers who stand to make a huge profit, (2) their slick Washington lobbying firm and (3) people who work for (1) or (2). I strongly oppose the airport b/c it will not be in operation for many years due to lawsuits. Therefore the COLLIER/HOOVER plan will, in the SEIS concludes provide more immediate economic benefit at lower impact.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Bartholomew Motes
ADDRESS/DIRECCIÓN: 25000 SW 162 Ave
CITY/CIUDAD: Homestead, FL 33031
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Florida, 33031

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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DATE/FECHA: 2-15-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I am a producer of tropical orchids in the Redland agricultural area. I live here as well as grow my crops here. Orchids are a long term investment and are sensitive to pollution, and I am sensitive to pesticide use, that is why I chose this rural area to reside in.

Currently I am still in financial recovery from Hurricane Andrew. I have about $100,000 loan balance to the U.S. Farm Service Agency. I fear that a new airport in Homestead would unfairly yield my ability to repay this loan, as well as ruin my chosen lifestyle and diminish my property values.

I am strongly opposed to this airport agenda.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: LYNN BREITSWYDER
ADDRESS/DIRECCIÓN: 14400 SW 248 St
CITY/CIUDAD: PRINCETON
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33032

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2-15-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I strongly oppose the HABDI Homestead Airport development because of its impact on the already struggling environments of the Biscayne Bay and the Florida Everglades

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Melanie Halsey
ADDRESS/DIRECCIÓN: 21900 SW 157 Ave
CITY/CIUDAD: Miami
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33170

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/14/2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I oppose (strongly) the HABDI airport development because of the impact on the environment, Biscayne Bay, Florida Everglades, noise, traffic pollution surrounding my home and surrounding water

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Robert I Falk
ADDRESS/DIRECCIÓN: 11 Ecuma Rd. - Ocean Reef Club
CITY/CIUDAD: North Key Largo, Florida
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33037

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Thank you for your input
Gracias por su participación

DATE/FECHA: 16 Feb 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

PLEASE DO NOT PROCEED WITH ANY DEVELOPMENT PROPOSAL THAT WOULD ADVERSLY IMPACT THE TWO NATIONAL PARKS ADJACENT TO HOMESTEAD

THE AIRPORT PROPOSAL IS UNACCEPTABLE DUE - AMONG OTHER REASONS - TO HIGH NOISE LEVELS AND AIR AND WATER QUALITY DEGRADATION

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: CHARLIE COLE
ADDRESS/DIRECCIÓN: 2540 WOODLAND
CITY/CIUDAD: ELGIN OREGON
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 97403

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/26/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I oppose the HABDI airport development. With our government spending 8 billion dollars to restore the damage in the Everglades it is ridiculous to build an airport which can only defeat the purpose. I support the Collier-Hoover plan.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Kellie Henize
ADDRESS/DIRECCIÓN: 15021 SW 154 Terr
CITY/CIUDAD: Miami
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33187

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Thank you for your input
Gracias por su participación

DATE/FECHA: 02-17-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I strongly oppose the HABDI Homestead Airport development because of its impact on the already struggling environments of Biscayne Bay and the Florida Everglades.

I STRONGLY OPPOSE THIS AIRPORT!!

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: ADAM MERGOITH
ADDRESS/DIRECCIÓN: 5 WEST SNAPPER POINT
CITY/CIUDAD: KEY LARGO
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33037

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Thank you for your input
Gracias por su participación

DATE/FECHA: Feb. 18, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I oppose the HABDI airport development for environmental reasons. I do support the Collier-Hoover Environmental Group's plan that would create jobs and help the environment.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Brooke Weisleder
ADDRESS/DIRECCIÓN: 53 Tarpon Lane
CITY/CIUDAD: Key Largo
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33037

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Thank you for your input
Gracias por su participación

DATE/FECHA: Feb. 17, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I oppose the HABDI airport development for environmental reasons. I do support the Collier Hoover Enviromental Groups plan that would protect the enviroment and create jobs.

Sally Weisloder

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Sally Weisloder
ADDRESS/DIRECCIÓN: 53 Tarpon Lane
CITY/CIUDAD: Key Largo, FL 33037
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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Thank you for your input
Gracias por su participación

DATE/FECHA: 02-17-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I strongly oppose the HABDI Homestead Airport development because of its impact on the already struggling environments of Biscayne Bay and the Florida Everglades.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: HEATHER DUNDEN
ADDRESS/DIRECCIÓN: 9220 SW 213 W
CITY/CIUDAD: MIAMI FL 33189
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2-26-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I oppose the Commercial Airport b/c of its impact on the environment & the beauty of visiting the Key Largo area.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Kaj Joanis
ADDRESS/DIRECCIÓN: 7717-49th ave
CITY/CIUDAD: Kenosha, Wi
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Wi 53142

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2-26-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I OPPOSE THE HABDI AIRPORT DEVELOPMENT BECAUSE OF ENVIRONMENTAL REASONS. I DO SUPPORT THE COLLIER-HOOVER ENVIRONMENTAL GROUP'S PLAN THAT WOULD PROTECT THE ENVIRONMENT AND CREATE JOBS.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: PAT GESSER
ADDRESS/DIRECCIÓN: 147 LONG KEY RD
CITY/CIUDAD: KEY LARGO, FL 3
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33037

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Gracias por su participación

DATE/FECHA: 2-26-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I oppose the HABDI Airport Development. A commercial freight airport will kill Homestead!! Our farms, nurseries and waters will be polluted with jet exhaust. Our creatures don't deserve any more punishment than we're already cause in the Everglades. There are other ways to rejuvenate Homestead. I support the Collier-Hoover plan.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Gary Thomas
ADDRESS/DIRECCIÓN: 1990 NE 56 St.
CITY/CIUDAD: Ft. Lauderdale
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33308

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DATE/FECHA: 2-26-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I am a Home owner in Key Largo and I oppose the HABDI airport project which will undoubtly destroy the precious environment of the Keys.
I support an alternative plan like the Collier-Hoover project with will create jobs and have less impact on our environment!

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Mary Lou Joyce
ADDRESS/DIRECCIÓN:
CITY/CIUDAD: Key Largo FL
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33037

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DATE/FECHA: 2/26/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I oppose the HABDI Homestead Airport Development because of the noise & Water pollution that it will create above my home & surrounding waters

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Kate Raeber
ADDRESS/DIRECCIÓN: 147 Long Key Rd
CITY/CIUDAD: Key Largo, FL
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33037

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DATE/FECHA: 2-26-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I am very against the Airport because of the noise & Water Pollution that will create above my home & surrounding waters

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Mark Moritt
ADDRESS/DIRECCIÓN: 23 Oakwood Ave
CITY/CIUDAD: Key Largo
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33037

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2-26-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I strongly oppose the HABITE Airport development project
I support the Collier-Hanser program which will
create a more healthy economic development at a
lower environmental impact.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: IVAN Gomez
ADDRESS/DIRECCIÓN: 7955 NW 171 st
CITY/CIUDAD: Hialeah, FL
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33015

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Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX. 703-696-8828

001884

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA:

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I oppose an airport, or any other type
of development which would have a
negative impact on the Everglades wetlands
and surrounding marine environment.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Francisco J. Pinto-Tang
ADDRESS/DIRECCIÓN: 11715 S.W. 107th Ave
CITY/CIUDAD: Miami, FL (305-255-7501)
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33176

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2-17-2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

The discussion of the alternatives to the project
is woefully deficient.

The analysis in the SEIS does not adequately address
the cumulative environmental impacts to the surrounding
environment, including the biota at neighboring
Everglades National Park & Biscayne National Park.
This is especially true with respect to the survival
of numerous endangered species such as the wood
stork, the manatee, & American Croc.

As to the issue of cumulative impacts, no serious
analysis of the secondary ancillary development which
will follow the development of another regional commercial
airport, was included.

The subject of future Hurricane Andrew-type storms was inadequately
addressed.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Lawrence Fahn
ADDRESS/DIRECCIÓN: 145 Kipling Dr.
CITY/CIUDAD: Mill Valley
STATE, ZIP CODE/ESTADO, ZONA POSTAL: CA 94941

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2-17-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Biscayne Bay & the reef system there is the only area left in
Florida w/a relatively unimpacted mangrove, key &
reef area. Before contemplating ruining such an important
State & National resource, consider the alternatives!
I am opposed to the airport.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Linda McCann
ADDRESS/DIRECCIÓN: 1426 Cedarhurst Rd
CITY/CIUDAD: Shadyside, MD 20764
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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Written Comment Sheet - Hoja para Comentarios por Escrito
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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/17/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I oppose the HABDI airport development for environmental reasons. I do support the Collier-Hoover Environmental Group's plan that would protect the environment and create jobs.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Jack Westman
ADDRESS/DIRECCIÓN: 19 A Golf Village Ocean Reef
CITY/CIUDAD: Key Largo FL
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33037

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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001888

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Gracias por su participación

DATE/FECHA: 2-17-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Would you put a major cargo airport in yosemite Valley? Why put one right between two other national parks? Please consider the Hoover-Collier alternative

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Anne H Ehrlich
ADDRESS/DIRECCIÓN: Biological Sciences, Stanford Univ.
CITY/CIUDAD: Stanford CA 94305
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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001889

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/17/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

After spending time as a visitor to Biscayne National Park, I cannot imagine putting a commercial airport basically in its backyard. This is a nationally designated park and putting 600 flights a day over this park is outrageous. You will ruin the integrity + health of the park not to mention the quality of life in the Keys!

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Kimberly Mowery
ADDRESS/DIRECCIÓN: 1660 215 Rd N #9
CITY/CIUDAD: Arlington VA 22209
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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001890

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2-14-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I oppose the HABDI Airport devel. with our gov. spending 8 billion dollars to restore the damage in the Eve. its ridiculous to build an Airport which can only defeat the purpose I support the Collier Hoover plan

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: DAVID KEISER
ADDRESS/DIRECCIÓN: 16380 S W 272 ST
CITY/CIUDAD: Homestead FLA 33031
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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FAX: 703-696-8828

9220 SW 213 LN
Miami FL 33189

001887

February 11, 2000

Vice President Gore
The White House
Washington, DC

Re: Loss of farmland/reuse of Homestead Air Force Base
In Miami-Dade County, Florida

Dear Vice President Gore:

As a resident of Ocean Reef, a community in close proximity to the Homestead Air Base, I am opposed to the commercial airport reuse plan. Among the numerous adverse impacts associated with this proposed airport, the noise pollution is our greatest concern, however, another impact in particular, the loss of farmland and open space, is in direct conflict with your Livable Communities Initiative. Accordingly, I ask that you also work to protect the environment and our local communities by stopping the airport proposal

Certainly, Southern Miami-Dade County needs jobs and economic redevelopment, but this can be accomplished through the proposed mixed-use plans that have been proposed by the Collier family and the Hoover group. These alternatives will encourage smart growth that is more in line with the agrarian and tourism based nature of the area. These alternatives will provide much needed jobs to the area without the adverse environmental impacts of an airport.

I was discouraged by the news of your December 6, 1999, press release showing the accelerated loss of farmland to development. The State of Florida is ranked fourth in terms of the amount of farmland lost and Miami-Dade County has also suffered significant losses in recent years. The Supplemental Environmental Impact Statement (SEIS) for the reuse of Homestead Air Base finds that the off-site development that will accompany the proposed airport will impact agricultural land and open space. Such impacts will be much greater than those associated with the mixed-use alternatives which will encourage little or no secondary development.

The proposed airport is just not compatible with the surrounding area. The airport will adversely impact and seriously degrade and harm the natural beauty, quiet and water quality, and wildlife of nearby Everglades National Park, Biscayne National Park, Florida Keys National Marine Sanctuary and Crocodile Lake National Wildlife Refuge. The SEIS acknowledges these severe impacts and tries to mitigate them, but the buffer areas discussed will only work to directly take farmland out of production. The inevitable second runway for the airport will also directly impact existing farmland.

I would encourage you to join the residents of Ocean Reef and other concerned citizens in fighting the proposed airport and thereby prevent the further fragmentation of farmland and the loss of open space, so that the communities of South Florida remain livable.

Thank you.

Sincerely,

Heather V. Durden

Heather Durden
9220 SW 213 LANE
Miami FL
33189

Feb-29-00 03:17P Dr. D1 Geronimo 305-932-3155 P.01

001711

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Publicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 3/6/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

- Creo que es una muy buena idea. Traen muchas mas oportunidades y menos tráfico aéreo y tráfico de carros en un mismo lugar. Tambien que no dañan el ambiente
- Creo que le dañan mucha oportunidades a las personas de Homestead. Esa area sea quedado en los últimos años y con esto aeropuerto le dañan mucho las ayudas a las personas de esa area.

****** CONTINUE ON BACK FOR MORE SPACE ******
******CONTINUE AL DORSO PARA MÁS ESPACIO******

NAME/NOMBRE: Evelyn C. López
ADDRESS/DIRECCIÓN: 250 Mitchell Ave #607
CITY/CIUDAD: Miami FL 33129
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33129

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Arlington, VA 22209-2802
FAX: 703-696-8828

Mar-07-00 06:11P Dr. D1 Geronimo 305-932-3155 P.01

001712

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 3/12/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

CONSIDERO QUE ES UN PROYECTO FABULOSO PUES SERÁ UNA FUENTE DE TRABAJO Y SERÁ MUY BENEFICIOSO PARA LA CIUDAD.

****** CONTINUE ON BACK FOR MORE SPACE ******
******CONTINUE AL DORSO PARA MÁS ESPACIO******

NAME/NOMBRE: Recla M. Garcia
ADDRESS/DIRECCIÓN: 660 W. 39 PL.
CITY/CIUDAD: Hialeah, Fla 33012
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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FAX: 703-696-8828

305-932-3155 P.02

001713

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2-11-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Estamos a favor de la construcción del aeropuerto, pues pienso beneficia a para la economía del condado y dará muchos empleos.

****** CONTINUE ON BACK FOR MORE SPACE ******
******CONTINUE AL DORSO PARA MÁS ESPACIO******

NAME/NOMBRE: Proserna y Aydee Machado
ADDRESS/DIRECCIÓN: 17275 Collins Ave Apt. 610
CITY/CIUDAD: Sunny Isles, FL
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33160

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001714

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2-10-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Doy mi voto a favor de construir el aeropuerto porque será igual fuente positiva de beneficio al Condado y a los contribuidores que necesite para su funcionamiento.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Elvira A. Curbelo
ADDRESS/DIRECCIÓN:
CITY/CIUDAD:
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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AGAINST

001715

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2-14-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Please don't add any more noise to the already traffic ladden noise we all put up with here in the Keys.

Sincerely
Patsy J. Lundberg

P.S Tourist will never want to come back. We all depend on them for our livlihood

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Patsy Lundberg
ADDRESS/DIRECCIÓN: 907 Plantation Rd
CITY/CIUDAD: Key Largo
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Fl, 33037

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AGAINST

001717

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2-11-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Putting the commercial cargo-only airport in Homestead is highly unnecessary. The decision solely for the purpose of "economic gain" is not good for the residents of the Keys. Personally, I would rather keep what peace we have left here. I don't want to have to hear 600 more flights than what we have now. I understand the need for jobs. But there are more authentic, natural & quiet ways to increase the health of the economy. What will 600 more planes, engines & people do for the Upper Keys? Do we expect decrease in tourist, increased pollution, noise in the Keys? No, we cannot. Not in paradise.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: AIMEE FALLES
ADDRESS/DIRECCIÓN: PIRATES COVE
CITY/CIUDAD: KEY LARGO, FL
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FLA 33037

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FAX: 703-~~696-8828~~
TEL: 703-

AGAINST

001718

Written Comment Sheet - Hoja para Comentarios por Escrito
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Thank you for your input
Gracias por su participación

DATE/FECHA: 2-11-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

ALTHOUGH I MANAGE TWO RETAIL STORES, ONE IN HOMESTEAD AND ONE IN KEY LARGO, AND WOULD PROBABLY BENEFIT FINANCIALLY FROM THE PROPOSED AIRPORT I REMAIN OPPOSED TO IT.

I FEEL THE DAMAGE TO THE BISCAYNE AND EVERGLADES PARKS AS WELL AS A DETERIORATING EFFECT ON THE QUALITY OF LIFE FOR THOSE IN THE FLIGHT PATH FAR OUTWEIGH ANY ECONOMIC GAIN.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: JIMMY D. EDWARDS
ADDRESS/DIRECCIÓN: 855 N.W. 9TH CT.
CITY/CIUDAD: HOMESTEAD
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33030

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001719

Every bottle of Evian, how ever many you need, comes straight from its source in the French Alps

DEAR Homestead Staff (original) 2/20/00
New Contractor at Homestead
Please keep the developers out!! Give it to Biscayne or Everglades NP even make it a Blimp base for ~~[illegible]~~ commercial Zeppelins. Bill Bradley said he's against a commercial airport... Stop this idea in its tracks.
Jay Alexander
jayalex@hotmail.com
~~[illegible]~~ Ave. NE
St Petersburg, FL 33703

from Jay Alexander
231 44th Ave NE
SP, FL 33703

USAF Homestead SES
AFBCA/EX
1700 N Moore St Suite 2300
Arlington VA

Send a free e-mail postcard and see our [illegible] © www.[illegible]

001720

March 5, 2000

Homestead Base
AFBCA/EX
1700 North Moore St.
Suite 2300
Arlington VA 22209-2802

Dear U.S. Air Force

We arrive in Florida in 1957. By God's grace my husband got a job at the Everglades Co. in December 1957. Florida becomes my husband's connection. The climate. That year was one of the coldest month recorded in Fla.

But I think that is Bad Territory. I love nature and of course Bombing day is a different view of nature it doesn't. The Everglades are Rich Eco. gave us shelter at the Beaches and Food at the Coonties Restaurant on the main Building, the Boat transportation is all the Islands among those, Cape Sable. We were the first to arrive, there to study the possibility of opening a Resort in Cape Sable. But they changed their mind when they saw danger in those water of the Bay.

Then we move into a Trailer 40x20 with all the convenience of a home. One morning I woke up and the water of the Bay was closing at the Stop to put brakes. I told my husband, that nature is trying to tell us something. That was 1950, the year Donna, Stay over the weekends for Sears. The Day come in and blind out an hurricane we have to get out of there. Trailer [illegible] Otherwise they will

2-

March 5, 2000

Homestead Base

never have found anybody.
The house built for the caretaker that was supposed to withstand 250 miles per hour, the only thing that remained was the toilet seat. The rest was scattered all over the area miles away from the House.
Another thing that attracted my mind and on was the Snakes. You seldom see them but that year they were found all over the house.
My friend who was married to the government caretaker, we where playing canasta when we saw from the storm window, the most biggest and white snake, I have ever seen. I use to walk and if I hear the noise of a walk I look around away from this noise of that snake.
After my three bank dance in 1983, I went back to see, but it did not have the same magic, as when I was with them.
When I remember all the beauty Dean, it make me feel sad.

Please reconsider, that our planet is getting damaged by man's greed and selfishness.

Sincerely,
Alicia F. Egan

001721

from the desk of

SYLVIA ECHLOV, L.P.N.

3/7/00

Dear U.S. Air Force:

I oppose the developement of a commercial airport at the Homestead Air Base. I believe it will cause an unacceptable pollution & noise in adjacent Everglades & Biscayne national Parks, not only despoiling these natural treasures but harming our national initiative, paid for by the Taxpayers, to restore them. As a less environmentally harmful alternative, I support the developement of mixed commercial & residential uses at the Homestead base.

The Air Force must ensure that this federal property does not become a vehicle for the destruction of some of this country's most precious & unique natural resources.

Please consider this my formal Comment regarding the draft Supplemental Impact Statement for the redevelopment of the Homestead Base.

Sincerely,
Sylvia Echlov

SYLVIA ECHLOV
1261 SW 71ST AVENUE
PLANTATION, FL 33317-5965

001722

P. M. and M. M. Carrier
15063 S.W. 62nd St.
Miami, FL 33193

March 3, 2000

US air Force:
we would like to express our opposition to the use of Homestead AFB for commercial airport purposes.

Everglades Nat. Park and Biscayne Nat. Park are resources that need to be preserved for posterity, and these two Parks are places we love and visit many times each year. already, man made pollution has severely limited this winter season and recovery.

thank you for protecting these beautiful resources.

Very truly yours,
Phil and Mary M. Carrier
Miami, Florida

001723

Barbara Johnson
8465 SW 185 Street
Miami, FL 33157

Dear Air Force, March 5, 2000

I oppose the development of a commercial airport at the Homestead Air Base. I believe it will cause unacceptable pollution and noise in adjacent Everglades and Biscayne national parks, not only despoiling these natural treasures but harming our national initiative, paid for by the taxpayers, to restore them. As a less environmentally harmful alternative I support the development of mixed commercial and residential uses at the Homestead base.

The Air Force must ensure that this federal property does not become a vehicle for the destruction of some of the country's most precious and unique natural resources. Please consider this my formal comment regarding the draft Supplemental Environmental Impact Statement for the redevelopment of the Homestead base.

Sincerely Barbara Johnson

001724

Robert Johnson
8465 SW 185 Street
Miami, FL 33157

Dear Air Force, March 5, 2000

I oppose the development of a commercial airport at the Homestead Air Base I believe it will cause unacceptable pollution and noise in adjacent Everglades and Biscayne national parks, not only despoiling these natural treasures but harming our national initiative, paid for by the taxpayers, to restore them. As a less environmentally harmful alternative, I support the development of mixed commercial and residential uses at the Homestead Base.

The Air Force must ensure that this federal property does not become a vehicle for the destruction of some of this country's most precious and unique natural resources. Please consider this my formal comment regarding the draft of Supplemental Environmental Impact Statement for the redevelopment of the Homestead base.

Sincerely Robert Johnson

001728

TO	USAF, Arlington, VA
FROM	Dennis S Rentschler, PO Box 33, West Wardsboro, VT 05360
DATE	28 Feb 2000
SUBJECT	Homestead SEIS

I am writing in opposition to the proposed commercial airport at the Homestead Air Force Base location My opposition stems from the fact that the proposed airport is only 2 miles away from the Biscayne National Park and just 10 miles away from the Everglades National Park and the Florida Keys National Marine Sanctuary Flights over and around these Parks would dump as much as 7 tons of toxic pollutants into the air and water everyday In addition, the noise and associated sprawl from development would have devastating effects on the wildlife of the area

Any redevelopment of the former Homestead airbase must be fully compatible with protecting and restoring the ecological functions of the South Florida ecosystem, particularly any remaining open space and already protected national parks and marine sanctuaries If any of the alternatives is to be used, the mixed-use alternative is the most preferable option in the SEIS as it would be a combination of uses

Please let me know the outcome of this project

Sincerely.

Dennis S Rentschler

001730

February 28, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street, Suite 2300
Arlington, VA 22209-2802

Dear Sir or Madam,

I am writing to oppose the proposed commercial airport at the old Homestead Air Force Base The Everglades ecosystem is one of the most delicate, and threatened, ecosystems within the United States of America Such an airport would have devastating effects on Biscayne National Park just 2 miles away, and Everglades National Park and Florida Keys National Marine Sanctuary, both just ten miles distant The airport and associated development would emit seven tons of toxic pollutants into the air every day Lead, heavy metals, and other hazardous chemicals would wash into Biscayne Bay. Airplane noise and industrial sprawl would have devastating effects on adjacent parklands and wildlife

Any redevelopment of the former Homestead airbase must be fully compatible with protecting and restoring the ecological functions of the South Florida ecosystem, particularly any remaining open space and already protected national parks and marine sanctuaries The mixed-use alternative is the most preferable option in the SEIS, and is more acceptable than the commercial airport, as it would be some combination of commercial, residential and "other" uses

Please make a decision that will not compromise the ecological integrity of the area any further, oppose the development of this land for commercial or residential use.

Thank you

Sincerely,

Kristy Hartsgrove

Kristy Hartsgrove

001732

2224 Oakwyn Road
Lafayette Hill, PA 19444
February 29, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

To whom it may concern:

I am writing to oppose the proposed commercial airport at the former Homestead Air Force Base The current proposal calls for a major international hub airport Such an airport would have devastating effects on Biscayne National Park just 2 miles away, and Everglades National Park and Florida Keys National Marine Sanctuary, both just ten miles distant The airport proposal is bad for the following reasons

1) The airport and associated development would emit seven tons of toxic pollutants into the air every day Lead, heavy metals, and other hazardous chemicals would wash into Biscayne Bay
2) Airplane noise and industrial sprawl would have devastating effects on adjacent park lands and wildlife
3) Any redevelopment of the former Homestead airbase must be fully compatible with protecting and restoring the ecological functions of the South Florida ecosystem, particularly any remaining open space and already protected national parks and marine sanctuaries
4) The mixed-use alternative is the most preferable option in the SEIS and is more acceptable than the commercial airport, as it would be some combination of commercial, residential and "other" uses.

Thank you for your time

Sincerely,

Adam Savett

Adam I Savett

001734

February 26, 2000

Homestead SEIS, AFBCA/EX,
1700 North Moore Street, Suite 2300
Arlington, VA 22209-2802

To Whom It May Concern:

I am writing to express my strong opposition to the proposed commercial airport at the former Homestead Airforce base. This proposed airport would be devastating to the Biscayne National Park just 2 miles away, and Everglades National Park and Florida Keys National Marine Sanctuary! These are treasured areas not only to the residents of our country but to the international community We have a responsibility to protect these areas as well as be a positive roll-model to other countries that are struggling with the commercial interests versus environmental protection dilemma.

The airport and associated development would emit seven tons of toxic pollutants into the air every day. Lead, heavy metals, and other hazardous chemicals would wash into Biscayne Bay. Also, airplane noise and industrial sprawl would have harmful effects on adjacent parklands and wildlife Any development of the former airbase must take into account the fragile South Florida ecosystem The mixed-use alternative is the most preferable option in the SEIS, and is more acceptable than the commercial airport.

I beg you to not destroy the tenuous balance that exists between the developed lands and the protected national lands and waters The area is already struggling with the redirection of vital water flow and indiscriminate use of pesticides. How can we justify adding a commercial airport into this equation?

Sincerely,

Amy Lenz

Amy Lenz

LEE I. TOWNSEND
1213 North 24th Avenue
HOLLYWOOD, FLORIDA 33020-3068

001735

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

REMARK: LEE I. TOWNSEND > Homestead International Commerical Airport (AFBCA/EX)

Dear U.S. Air Force,

My name is Lee I. Townsend. I am a active voter and former U.S. Air Force member (*Honorably-Discharged*). I hope you will consider the following *confidential* comment:

I oppose the development of a commercial airport at the Homestead AFB I believe it will cause unacceptable pollution and noise in adjacent Everglades and Biscayne National Parks, not only despoiling these natural treasures but harming our **multi-billion dollars** national initiative; *paid for by the taxpayers*, to restore them. As a less environmentally-harmful alternative, I wholeheartedly support the development of mixed commercial and residential uses at the Homestead AFB.

The U.S. Air Force must ensure that this federal property does not become a vehicle for the destruction of this country's and the local community's most precious and unique natural resources. Please, consider this my formal comment regarding the draft Supplemental Environmental Impact Statement for the redevelopment of the Homestead AFB.

Sincerely yours,

Lee I. Townsend — 28 FEB 2000

Lee I. Townsend — Date

LIT/lst

001737

2/27/00

Homestead SEIS, AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, Va. 22209-2802

Re. Proposed Airport.

Dear Sir/Madam

I am writing to oppose the proposed international airport at Homestead Air Force Base. This airport is a terrible idea. It is very close to several national parks and is not appropriate for the area.

The airport would emit 7 tons of toxic pollutants into the air every day. Lead, heavy metals, and hazardous chemicals would wash into Biscayne Bay, Airplane

2

noise and industrial sprawl around have terrible effects on park lands and wildlife. Any redevelopment of the former airbase must be fully compatible with protecting and restoring the ecological functions of the South Florida ecosystem, particularly any remaining open space and already protected national parks and marine sanctuaries. The mixed use option is the most preferable option in the SEIS and is more acceptable than the commercial airport.

Thank you for your attention to my letter.

Sincerely

Susan K. Leffler
8701 Bee Cave Rd.
Austin, TX 78737

001748

Kenneth A. Wyberg
5604 Morgan Ave S
Minneapolis, MN 55419

March 4, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

Dear Sirs:

I am writing to you today in opposition to the proposal to develop the closed Homestead Air Base into a commercial international airport. I find this proposal very disturbing. I am very concerned about the types of negative effects this proposal would have on the highly sensitive environmental areas surrounding the Air Base. The Florida Everglades and surrounding ecosystems are extremely important. There are many national parks in this area which would be adversely affected by development of a busy international airport here.

Any redevelopment of the Homestead Air Base must be compatible with protecting and restoring the South Florida ecosystem. The airport noise and the accompanying urban and industrial development are absolutely incompatible with the surrounding National Parks and Preserves. The pollution from hazardous chemicals and exhaust are also a major risk.

The mixed-use alternative is the preferable option in the SEIS, in that there is some opportunity therein to consider the ecological impacts of any development decisions. I ask that environmental and land protection be given the top priority in the final plan

It makes no sense, when the government is already investing hundreds of millions of dollars to restore the Everglades ecosystem, that we would jeopardize this investment with the development of a busy airport smack in the middle of it all. There is no need for an additional airport in the Homestead location with Miami International already serving the area.

Again, please decide AGAINST the commercial airport development proposal.

Thank-you,

Kenneth A. Wyberg

Kenneth A. Wyberg

001749

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2-15/2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I oppose to the Homestead Airport, because it may harm the Everglades National park, it will cause too much more too much traffic in the air that we have already.

Do not forget noise for the traffic, it will cause too much pollution in the air. We have so many people who come here for health, that have asthma and other health problems. This is not good at all for the people of South Florida.

"Please NO Commercial Airport"

****** CONTINUE ON BACK FOR MORE SPACE ******
******CONTINUE AL DORSO PARA MÁS ESPACIO******

NAME/NOMBRE: Mrs Jeanette Turci
ADDRESS/DIRECCIÓN: 200 Ocean Drive Dr. #1104
CITY/CIUDAD: Key Biscayne
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Florida, 33149

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

Se publicarán sus comentarios en el SEIS FINAL. Favor de no incluir su dirección personal si no desea que esta aparezca en el SEIS FINAL. El hacho de proporcionar esta información se considerado como su consentimiento para publicarla

Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

001750

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: Feb 15, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I am oppose ~~against~~ the building of a commercial airport at Homestead because of the pollution it would bring including the Boeing blades plus the danger of an accident so near the nuclear plant at Turkey Point.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Rosa A. Voorhees
ADDRESS/DIRECCIÓN: 801 S. W. 141 Ave. Apt # 102-0
CITY/CIUDAD: Pembroke Pines, Fl
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33027

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

Se publicarán sus comentarios en el SEIS FINAL. Favor de no incluir su dirección personal si no desea que esta aparezca en el SEIS FINAL. El hecho de proporcionar esta información es considerado como su consentimiento para publicarla

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AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

001751

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/12/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I oppose using the Homestead airport for large commercial ventures. I believe that it does not make sense based on the environmental situation

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Heather Shelton
ADDRESS/DIRECCIÓN: 110 Zumori Ave #3
CITY/CIUDAD: Coral Gables, FL 33134
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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001752

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 02-12-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I opposed to girplanes flying commercial flights because if they flight or have an accident near a nuclear plant that's the end of us here in S. Florida or any other part of earth.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Rosa Mostaquenos
ADDRESS/DIRECCIÓN: 229 Madeira Ave #6
CITY/CIUDAD: C. G. Fl 33134
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33134

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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Arlington, VA 22209-2802
FAX: 703-696-8828

001753

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/9/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I oppose the construction of a commercial airport at Homestead AFB

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: John R. Massey
ADDRESS/DIRECCIÓN: 6501 Lemaire
CITY/CIUDAD: C G
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33146

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

Se publicarán sus comentarios en el SEIS FINAL. Favor de no incluir su dirección personal si no desea que esta aparezca en el SEIS FINAL. El hecho de proporcionar esta información es considerado como su consentimiento para publicarla

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Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

001754

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2-5-2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I am a native Floridian + I oppose the construction of the commercial airport as it is a threat to the Everglades which is a very vital part to our ecology + our wild life + our native Indians.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: SYLVIA R. JOHNSON
ADDRESS/DIRECCIÓN: 2221 N.W. 175 ST.
CITY/CIUDAD: CAROL CITY, ~~FLA~~
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FLA. 33056

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

001755

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/02/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I oppose the commercial airport in Homestead Fla. due to pollution concerns in our national parks.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Don Carter
ADDRESS/DIRECCIÓN: 6751 Cypress Rd #111
CITY/CIUDAD: Plantation
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33317

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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Arlington, VA 22209-2802
FAX: 703-696-8828

001756

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 02-12-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

The commercial airport proposed for Homestead is completely unnecessary and will pose a dangerous hazard. Instead, why not maximize the efficiency of infrastructures already in place, such as Opa Locka?

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: DIANNE WEBER
ADDRESS/DIRECCIÓN: PO BOX 144083
CITY/CIUDAD: Coral Gables, FL
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33114

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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FAX: 703-696-8828

001757

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/5/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I oppose the construction of the commercial airport in Homestead due to the threat to the ecology and the danger of nuclear accidents.

Judith Oudekerk

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Judith Oudekerk
ADDRESS/DIRECCIÓN: 9750 SW 181 Ter
CITY/CIUDAD: Perrine, FLA
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33157

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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FAX: 703-696-8828

001758

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: _____

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I am opposed to this project as it stands to compromise our environment.

K Banks

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: K Banks
ADDRESS/DIRECCIÓN: 3141 Indiana St.
CITY/CIUDAD: Coconut Grove
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33133

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FAX: 703-696-8828

001759

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: _____

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I oppose the homestead airport. The everglades can't take it. Carolyn McCarthy 13035 Zambrana Cg 33156

I'm against any development of the airport.

I am against building an airport in Homestead. Geologically it is unsafe.
Luisa Bennett
5851 Riviera Blvd.
Miami, FL 33155

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: _____
ADDRESS/DIRECCIÓN: _____
CITY/CIUDAD: _____
STATE, ZIP CODE/ESTADO, ZONA POSTAL: _____

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

001760

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/9/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I think it would hurt us only because to have an airport in that area. Other Projects may be just as profitable for the city

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Zoraida Ojeda
ADDRESS/DIRECCIÓN: 4534 SW 143 Ave.
CITY/CIUDAD: Miami, Fl.
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33175

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

Se publicarán sus comentarios en el SEIS FINAL. Favor de no incluir su dirección personal si no desea que esta aparezca en el SEIS FINAL. El hecho de proporcionar esta información es considerado como su consentimiento para publicarla

Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

001761

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: Feb. 9, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Because of the possible environmental damage to our beautiful parks and for our children's future we oppose the commercial airport plans.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Paula Masanz
ADDRESS/DIRECCIÓN: 6501 Leonardo
CITY/CIUDAD: Coral Gables, Fl
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33146

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

001782

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/5/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I oppose the Homestead Airport Development because it's too close to the Everglades National Park and I believe that it will disrupt the local environment.

In addition, the county has mismanaged the Miami International Airport and I see no reason to expect they will do any better with the Homestead base.

I think it's just another play by greedy developers who are only interested in living their own politics.

RW Bender

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: RW Bender 305-443-7300
ADDRESS/DIRECCIÓN: 3141 INDIANA ST
CITY/CIUDAD: MIAMI
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33133

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

001783

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA:

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Please do not build in this magnificent area of South Dade. Leave it alone.

Marilyn

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: MARILYN H. DAVISON
ADDRESS/DIRECCIÓN: 1228 ASTURIA AV
CITY/CIUDAD: CORAL GABLES
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33134

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AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

001765

)TO AIR FORCE AND FAA OFFICIALS AND ALL FEDERAL GOVERNMENT(
OFFICIALS(
RE DEVELOPEMENT OF HOMESTEAD AIR FORCE BASE(
(
IVE BEEN A RESIDENT OF DADE COUNTY, MIAMI, FL SINCE 1956.)
IM T O T A L L Y AGAINST THE OLD AIR FORCE BASE BEING
USED AS A COMMERCIAL AIRPORT. NOT ONLY ARE THE ENVIRONMENTALISTS
CORRECT IN THAT IT WOULD RUIN THE REGION BUT THE PEOPLE PUSHING(
TO DEVELOP THIS AREA ARE [redacted] FROM THE LATIN BUILDERS ASSC, ETC(
WHO HAVE ALREADY A BAD TRACK RECORD IN CORRUPTION IN DADE(
COUNTY. YOU ONLY HAVE TO TURN ON THE NEWS EVERY MORNING AND(
HEAR ABOUT BRIBES, LOBBYISTS TAKING KICKBACKS, ETC. ITS(
DISTRESSFUL AND IT'S ABOUT TIME PUT A S T O P TO ALL THIS(
DECEIT. A HANDFUL OF CROOKED POLITICIANS WANT ALL THIS(
BEUTIFUL LAND ALL TO THEMSELVES FOR THEIR OWN ECONOMIC(
AND POLITICAL GAIN. THEY HAVE NO CONCERN FOR ALL THE OTHER(
LONG TIME AMERICAN RESIDENTS WHO HAVE BEEN HERE LONG BEFORE(
THEY EVER SET FOOT IN MIAMI. IVE BEEN LIVING IN S. DADE A L L(
MY LIFE AND VALUE, APPRECIATE, TREASURE THIS LAND.. I FEEL VERY(
FORTUNATE AND GIVE THANKS TO LIVING IN THIS PART OF MIAMI(
WHICH IS STILL QUIET AND PEACEFUL. THE REST OF MIAMI HAS(
BECOME A ZOO OF PEOPLE, BUILDINGS ... THE QUALITY OF LIFE IN(
DADE COUNTY HAS DETERIORATED IMMENSELY. I CANT WE FOR A CHANGE(
P R E S E R V E THE NATURE????????(
PLS. S T O P THIS CORRUPTION..... EVERY DAY I SEE CERTAIN GROUPS
OF LATINS ON TV PUSHING IN SPANISH FOR THIS DEVELOPEMENT. (
THE SIERRA CLUB AND ALL OTHERS INVOLVED ARE RIGHT..... PLS, PLS(
PLS... LET OTHER NON-CUBAN AMERICANS ALSO HAVE A VOICE AND STOP(
THIS TRAVESTY. DEVELOP AN AIRPORT IN WEST DADE WHERE THEY REALLY

)NEED AN AIRPORT. ALL OF S. FL IS GROWING TOWARDS THE WEST. (
IT SEEMS MORE FEASIBLE TO HAVE AN AIRPORT OUT THERE TO SERVE(
PEMBROKE PINES, WESTON RAL, FLL, ETC..... THE EVERGLADES AND (
BISCAYNE PARK ARE THE FEW REMAINING SPOTS LEFT THAT ARE(
WORTHWHILE PRESERVING. PLS HELP US TO KEEP AMERICA BEUTIFUL
THIS IS NOT CUBA. THIS IS STILL THE UNITED STATES AND WE(
MUST NOT ALLOW A GROUP OF SELFISH, SELF-CENTERED POLITICIANS
PILFER WHAT LITTLE IS LEFT OF S. DADE. I HAVE N O RESPECT(
FOR THESE PEOPLE AND THEIR PAST TRACK RECORD SPEAKS FOR (
ITSELF. (
)THANK YOU FOR YOUR CONSIDERATION. (
PATRICIA BRID, 6280 N. Kendall Dr., Pinecrest, FL 33156
MIAMI FL

MSG TOO LONG

STOP the Developement!!
Just Say "NO"!!

It appears the only ones pushing for the Developement of HAFB are the corrupt politicians in Dade County. Do not allow them to ALSO corrupt this LAND!

February 22, 2000

001766

U.S. air Force
Homestead SEIS
Arlington VA 22209-2802

6820 SW 65 ave
Miami, FL
33143

Dear Officer

I Think this Air Port idea for the Homestead Air Force Base is hurtful To the animals and Plants and it will pollute the water It would be horrible. To see the Biscayne Bay Polluted. I Like to Bike ride, kayak, swim, hike and canoe. It would be very noisy with so many planes going by please dont let this airport be built

Sincerely,
Thryn Saxon
age 8

001767

February 29, 2000

Josie Llado
4399 S.W. 89 Avenue
Miami, FL 33165

U.S. Air Force
Homestead SEIS
AFBCA/EX
1700 North Moore Street, Suite 2300
Arlington, VA 22209-2802

Dear Sir or Madam,

I am writing to express my concern regarding proposed plans for development of a commercial airport at the Homestead Airforce Base in Florida. The wildlife, and birds in particular at Biscayne National Park would be hugely impacted by such a large development. Florida's already made a mistake once with the Everglades, and now we must pay millions of dollars to restore it.

This is 2000 we know better now. Please consider the evironmental impact of the proposed Homestead Airport, and stop the project

Regards,

Josie Llado

001768

3/1/00

Dear US Air Force:

Please protect Florida's Everglades by rejecting the Airport Plan.

We must NOT allow the Airport plan. The FL. Everglades must be protected.

We must STOP all plans to develop an int'l commercial airport.

Sincerely,

Karen Witusik
1001 N. 57 Terr.
Hollywood FL 33021
(954) 962-6980

001769

Feb 26, 2000

Dear All,

Although I live in Oregon, I frequently visit the Everglades National Park. I am appalled that a new, huge airport is being considered close to ENP. This will cause both noise and air pollution and will certainly detract from the natural ecosystem in this area.

Please, there must be better places for a new airport.

Sincerely
Wm Pearcy
24362 Cardwell Hill
Philomath, OR
97370

001773

187 NW 20 St
Homestead, Fl
33030
March 3, 2000

Homestead SEIS
AFBCA/EX
1700 N. Moore St, Suite 2300
Arlington, VA 22209-2802

Dear Sirs:

I am adamantly opposed to an airport of any kind, and specifically one built by HABDI, being constructed in South Dade County

as a 33-year resident & registered voter of Homestead, Fl, I am appalled at the proposed turn-over of the old HAF base property to Dade County. We are plagued with a corrupt county government as I am sure you are aware. The only people in favor of an airport are local realtors, bankers & corrupt politicians with a personal financial motive.

I grew up in Ochopee, Fl (Collier County) and saw my father forced to sell farming acreage he bought around 1928 to the Big Cypress Preserve. I certainly do not want to see both Everglades National Park & Everglades National Park threatened by a dog-a airport plopped between them. Why spend billions of dollars to restore the Everglades if it's to be ruined on its eastern side by an airport? Vice-President Gore, I appeal to you to live up to your reputation as an environmentalist and approve the Collier-Hoover Plan.

Please, let's not have Florida's resources represented by an airport!

Sincerely,

Elizabeth H Bryan

Note: I am a member of the Homestead Historical Preservation Board. My husband, Dr. Herbert H Bryan is a professor at the U. of Florida.

471 G Place NW
Washington, DC 20001

001774

March 7, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington VA 22209-2802

I am writing to express my opposition to the Air Force plan to transfer the former Homestead Air Reserve Base to Dade County for development into a major international airport.

As the Supplemental Environmental Impact Statement recently completed by the Air Force and other studies concerning the Homestead airport project show, this airport would have devastating consequences for the adjacent Everglades National Park and Biscayne National Park. The Air Force study also concludes that alternatives to the airport, such as developing the site for mixed commercial and residential use, would have significantly less harmful consequences. Such alternatives would still offer viable options in the way of economic engines for the deserving community of Homestead, which was irrefutably beleaguered by both the closing of the Air Force Base and by the many years' aftermath of the highly destructive Hurricane Andrew.

The Everglades, Biscayne Bay, and the Florida Keys are unique and treasured parts of America's natural history far too important to be sacrificed for an airport.

Please follow the advice of Interior secretary Babbitt and EPA administrator Browner, please follow my wishes and the wishes of many, many Americans, and please: abandon this airport development plan.

Thank you for considering my comments.

Sincerely,

Hilary Kacser

Hilary Kacser

001775

To Whom It May Concern, 2-5-00

I am writing to vehemently protest the proposal to turn over the Homestead Air Reserve Base to Dade County, Florida for development into a major international airport.

Such use would be harmful to the Everglades Ecosystem!

This area is better restored to its natural state or made into residential housing.

The Everglades must be restored and building a huge airport close by is not in keeping with this notion.

Again, I oppose this plan.

Thank you

Glenn

Glenn A. Crooks
246 Vermont Ave
Staten Island, NY 10305

001776

March 3, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, Va. 22209
Dear Sirs;

Please do not encourage the establishment of a commercial airport on the edge of America's most beloved national parks - Everglades and Biscayne, and the Florida Key National Marine Sanctuary, containing the continental United States' only coral reefs!

I oppose the plan to transfer the former Homestead Air Reserve Base to Dade County for development into a major international airport. As the SEIS shows, the Homestead airport would have devastating consequences for nearby Everglades and Biscayne National Parks. Visiting the parks would be much less attractive to me!

Sincerely,
Ruth Niswander
623 Barbera
Davis, Ca 95616

March 2, 2000

001777

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington VA 22209-2802

To Whom It May Concern

I am writing to express my opposition to the Air Force's plan to transfer the former Homestead Air Reserve Base to Dade County for development into a major international airport, and to ask you to stop this plan from going forward

As the Air Force's recently completed Supplemental Environmental Impact Statement and other studies concerning the Homestead airport project show, this airport would have devastating consequences for adjacent Everglades and Biscayne National Parks Our national parks must not be used as sacrificial grounds for wishes of economic development I cannot accept your support for the transfer of federal property to enhance industrial development at the edge of our national parks, which will inevitably lead to secondary impacts of suburban sprawl and other impacts that have permeated southern Florida's environment.

The south Florida region is at once a biological hot spot of the U.S. and an intensely targeted and devastated victim of civilization. It is singularly unique and rich in its biological treasures and susceptible to human impacts due to its highly interconnected hydrology and ecology. Thus, it is especially prone to impacts from development, pollution, and water regime manipulation. Our endeavors to restore the Everglades are inherently incompatible with an airport at the park's edge This park has suffered extensively to accommodate development, and the line must be drawn here

The Everglades, Biscayne Bay, and the Florida Keys are unique and vital parts of America's natural history far too important to be sacrificed for an airport. I believe there are places where the natural splendor of the world must be preserved, and the Everglades, as a national park, must be afforded its protection under the Organic Act If preservation is abandoned here, where can it occur? Where is the case more compelling?

Please follow the advice of Interior Secretary Babbitt and EPA Administrator Browner, and follow my wishes and those of most Americans who treasure their national parks. Abandon this airport development plan.

Sincerely,

Jim Steitz

Bettina Bickel
9218 N. 51st Dr.
Glendale, AZ 85302

001778

February 28, 2000

Homestead SEIS
AFBCA/EX
1700 N. Moore Street, Suite 2300
Arlington, VA 22209-2802

Re: Proposed commercial airport

I strongly oppose the building of a commercial airport at the site of the Homestead Air Force Base. This area is only two miles from Biscayne National Park and ten miles from Everglades NP and the Florida Keys National Marine Sanctuary, and a commercial airport would have devastating effects on the ecosystem and natural values of these national treasures The airport and associated development would emit tons of pollutants into the air, and lead, heavy metals, and other toxins would wash into Biscayne Bay. The noise would have an adverse effect on wildlife and the park visitor's experience.

Any redevelopment of the Homestead air base must protect and restore the South Florida ecosystem, and a commercial airport is clearly not compatible with these goals.

Sincerely,

Bettina Bickel

001779

3/2/00
18867 SW 85th
B5 A15
Miami Fla
33157

Homestead SEIS
AFBCA/EX
1700 N Moore St.
Suite 2300
Arlington, Va
22209-2802

Gentlemen:
Please do not allow this airport to be built. We do not need any more damage to environment.

Very truly yours,
Mary L Lucas

001780

3-1-00

Dear Sir.

As a new resident of Homestead Florida, I am brokenhearted to hear that an airport will come to this area. We have worked very hard to get our little house in the country. We come from Philadelphia 10 years ago to get away from pollution, noise + crime. The same thing will happen here if an airport opens. The Everglades + Biscayne National Park is for God's bride. Not Man Bride. Please Do Not Build This airport. We love Homestead Clean, quite and alive with wildlife.

Thank you

Mrs Patricia Hogan
30147 SW 158 Ave
Home stead, FL
33033
1-305-245-3869

P.S. I would like to help

001782

AUSTIN R CURRY
4715 ASHTON CT
TAMPA FL 33624-4352

I CAN NOT BELIEVE YOU ARE EVEN CONSIDERING TURNING THE HOMESTEAD AFB SITE INTO A VAST COMMERCIAL AIR FIELD.

THIS IS A POORLY CONCEIVED PLAN BACKED BY SPECIAL INTEREST PROFITEERS AND SHOULD BE REJECTED.

I AM OPPOSED TO THE PLAN.

VSAF-RETIRED
2-29-2000

001783

M Herndon
24 Avalon St
Clearwater, FL 33767

3/1/00

IN RE: HOMESTEAD BASE REDEVELOPMENT

This letter is to REITERATE the post-card I have already sent.

PLEASE, DO NOT DEVELOP an international commercial airport at the former HOMESTEAD AIR BASE. Its location -- 2 miles from BISCAYNE NATIONAL PARK -- 10 miles from EVERGLADES NATIONAL PARK -- 10 miles from FLORIDA KEYS NATIONAL MARINE SANCTUARY -- should preclude any such development.

Developing the site for mixed commercial and residential use would be significantly less harmful while providing more jobs and earnings growth in the next decade.

Sincerely,

Maryann Herndon

001785

March 4, 2000

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802

RE: Proper Use of the Homestead Air Base

I believe the use of this former Air Force Base, as a commercial airport is not in the best long-term interests of our South Florida community or the general public. From my experience as a professional marine scientist and my familiarity with the Base and its surrounding, I know that a commercial airport is bound to have serious negative impacts on the two national parks adjacent to the Base. The alternative of a mixed commercial and residential development of the property is the most appropriate use

Many years ago, I joined in opposing the development of a refinery in this same area. We must continue to preserve the remarkable resources of Southern Biscayne Bay and its surroundings.

Robert N. Ginsburg, Ph.D.

For information only: Professor of Marine Geology, University of Miami

001786

4 March 2000

Homestead SEISAFBCA/EX
1700 North MooreStreet Suite 2300
Arlington, VA 22209-2802

Dear Sir or Madam

I am writing to oppose the building of a new airport at the former site of the Homestead AFB The former airbase is located in an extremely sensitive environmental area very near Everglades National Park and Florida Keys National Marine Sanctuary, where a major international airport would have potentially severe environmental impacts These include pollution and eutrophication of Biscayne Bay, the effects of noise and activity on wildlife in the nearby national parks and marine sanctuary, and the inevitable loss of open space that would occur around the airport, probably right up to park borders I believe that the SEIS has grossly underestimated the amount of sprawl that a major international airport would promote Any redevelopment of the former Homestead airbase should be fully compatible with the ongoing efforts to protect and restore the ecological functions of the South Florida ecosystem, to avoid undermining this important and very expensive process The mixed-use alternative is the most preferable option in the SEIS, and is more acceptable than the commercial airport

Sincerely,

John DeBoone
10720 Red Rock Road
Reno NV 89506

001787

To the United States Air Force,

Having just become aware of your plans to construct an international airport adjacent to the Everglades Nat'l Park, I am wildly disappointed When you know what the environmental impact would be as a result of an international airport & yet you proceed in spite of that knowledge, what kind of leadership do we have here? The Air Force is supposed to protect our country not destroy it. Whatever economic gain you are projecting cannot even compare to the damage to our environment. Halt your plans immediately. Sincerely, Diane Fisher

001788

3/2/00

Attention U S Air Force!

Please pay attention to the draft Air Force environmental study that was released in January concerning the proposed development of an international commercial airport at the former Homestead Air Base! Both interior Secretary Bruce Babbitt and EPA Administrator Carol Browner denounced the airport proposal. So do I.

Two National Parks and the Florida Keys National Marine Sanctuary would be very adversely affected by the toxic pollutants emitted into the air by the likely almost one flight a minute, plane traffic at such an airport.

Surely an alternative plan of development for mixed commercial and residential use would be much less harmful and provide more earning opportunity and jobs for the area - Please save our environment!

Sincerely - Madeline Ryden 2864 NW 28 Thonotassana FL 33592

001789

Josée & Micheal Andalman
620 SE 23 Lane
Homestead, FL 33033

Phone # (305) 270-1828
Fax # (305) 230-0414

02/28/00

Homestead Draft SEIS
AFBC/PA
1700 N. Moore Street
Suite 2300
Arlington, VA 22209-2802

Sirs,

I am writing in opposition to a commercial airport replacing the old Homestead Air Force Base. There are many viable uses for the property that would not harm my family nor the natural wonders that abound in the area. Through out the country the government has closed Air Force facilities and the communities have found clean, non polluting replacement uses and have prospered.

We live five minutes from the facility and would be irreparably harmed by the noise. Further, the Everglades and Biscayne National Park would suffer from air and noise pollution.

Sincerely yours,

Michael Andalman
Josee Andalman

001790

JOYCE NEWMAN
1212 SANTONA ST
CORAL GABLES, FLORIDA 33146-3107

22 Feb 00

Dear Sirs & Madams

I would respectfully request that, for the sake of mine & future generations, for the sake of the health of the Everglades and the marine sanctuary and the animal & plant population within, and for the sake of the vanishing but needed Tranquility of silence — only "green" development is considered for the former Homestead Air Force Base.

Farmland nearby is allready vanishing due to Miami's local housing needs — without the Air Base. I've seen the new housing developments out there.

Miamiens and tourist are increasingly discovering the tranquil space — farmland, Biscayne Sanctuary, & the Everglades as the need for escape from our noisy urban environment is recognized.

Failed in the Dade County government responsibility to the citizens in accepting the bid less HABD's proposal. The Homestead government is also acting inappropriately (see article) area, Biscayne Marine Sanctuary, & the Everglades regularly and have for about 20 yrs.

I treasure the silence and also had hopes of seeing the degradation of the area enhanced as our knowledge of human & ecological needs & values increases.

Please save these treasured areas from any further degradation. Correct the ill-advised mistake & at least fulfill your responsibilities to be the caretaker for this part of our earthly home.

Sincerely
Joyce Newman

SATURDAY, FEBRUARY 19, 2000 www.herald.com 3B

The Homestead city government does not represent the entire citizenry and is attempting to, unilateral & unfairly, inflict them.

Airport fliers irk some in Homestead

BY DRAEGER MARTINEZ
dmartinez@herald.com

Nasty flap has developed over the Homestead Air Reserve Base: blatant political advertisements stuffed in 15,000 monthly utility bills.

The base almost got blown off the map by Hurricane Andrew in 1992.

This month, the city of Homestead distributed a single-page flier with its light bills, English on one side, Spanish on the other, with the headline "Homestead needs a commercial airport now."

"I got the flier Wednesday, and I was just furious," said Lori Campbell, who owns Village Pawn Shop in Homestead. "It bothers me that this is on city letterhead and it endorses a political viewpoint that I don't agree with. These elected officials sure aren't representing me."

The flier summarizes the environmental impact study process that put development plans on hold. Critics zeroed-in on one paragraph. "We do not need any lectures from the self-styled environmental protectionists on how we ought to fulfill our responsibilities to safeguard the land and water resources that have formed part of our daily lives."

Said Campbell, "I want to know why the city feel it's OK to put in one viewpoint, but not the other. I asked if those of us opposed to it could get our own flier inserted into the next bill, but [city spokeswoman] Novia Lilly said we couldn't."

Added Jan Fernman, a national accounts manager for Pelican Publishing: "I don't find it appropriate to insert a piece of political propaganda. It just doesn't seem right to me for the utility company to include something so blatantly one-sided with my light bill."

The city has run its own electric service since 1916, said city utility director Jim Swartz. Its monthly utility bills normally include a flier or newsletter, costing $269.79 for printing. Legality is not an issue, said City Attorney David Wolpin, because it advocated an official city stance. The Homestead City Council approved a resolution last month in support of a commercial airport.

Last week, the company that wants to develop the project, the Homestead Air Base Development Inc. made a pitch to the nonprofit Perrine-Cutler Ridge Council. This week, a Collier-Hoover alternative plan, which sets out a mixed-use development with golf courses and tourist aquarium, pitched its plan at the South Dade Government Center.

The national Sierra Club has scheduled an end-airport rally for 12:30 p.m. Sunday at Biscayne National Park's Visitor Center.

Federal officials will continue receiving written comments about the environmental impact statement through March 7. Responses can be mailed to: Homestead SEIS, AFBCA/PA, 1700 N. Moore St., Suite 2300, Arlington, VA 22209-2802, or faxed to 703-696-8829.

SIGNAL, STRADER MARTINEZ/HERALD STAFF

ANGRY: Jan Fernman holds a flier she received.

001792

Dear Sirs,

recently it was brought to my attention of plans to build a large scale international airport on a former Air Force installation. My college environmental science teacher pointed out concerns as to threat of harming the Everglades, Biscayne Bay and recreational diving spots. I feel the public such as myself, need to be more educated about this proposal and more information made available so that we can better hear both sides of the story.

Respectfully yours

Mark DeFrane

001793

Joyce Kellings

To whom its may Concern

In reading the handout material on your management dept., wanting to build a International airport. will not be a good idea. There has been proven carcinogenic effects in the health field such as leukemia disinsecate from the pollution along. Lets keep in mind always the physical effect. that would cause you and others with this noise + fuels enviroments.

001794

To Whom This May Concern,

It troubles me greatly to hear the news that an airport might be built within 2 miles of Biscayne National Park. I realize that the proposed location was a former airbase, but commercial jet traffic would overload the fragile environment with toxic fumes and heavy metals. The redevelopment of the former Homestead airbase could be used as a combination of residential or less harmful commercial uses. A major airport in that vicinity is incompatible with environmental standards set by Biscayne National Park. It comes to no surprise to me that the profit-driven entrepreneurs would dare propose an airport that close to so many fragile ecosystems. Maybe they could build the airport somewhere else.

Thank you for your concern

Jeffrey R Schonhoff

001795

To whom it may concern.

I just heard that terrible story from my friend that you will destroy the beautiful environment and build airport.
I'm majoring marketing. I will work for marketing field or financial market. The reason is that I want to be rich. I have to have money to protect our environment. And provide beautiful place to our children. I'm not even married but whoever the children are, they deserve it. One's life is so fast, even yours. However, the beautiful America, the beautiful place we raised last forever. If we now protect and sacrifice.

I want just leave - what I had from my parent. from people who cared about this beautiful place to our next generation.

Please, Concern again about this important matter.

Thank you

March 1, 00
From Chicago.
Jong Bae

001796

March 2, 2000

Homestead SEIS
AFBCA/EX
1700 N Moore St
Suite 2300
Arlington, VA 22209

I am writing to express my opposition to construction of an airport so close to the Everglades. Just when massive funds are being appropriated to clean up the Park the last thing it needs is this project.

One major problem is the extent of toxic pollutants which would be emitted into Biscayne Bay.In addition, inevitable industrial and residential intrusion would follow to the detriment of wildlife and park areas.

Accordingly, I would request your strong consideration of the mixed use proposal.

Sincerely,

Andy Lindstrom

001800

March 1, 2000

Dear Sir or Madam.

I am writing to you about the U.S Air Force moving ahead with plans for a huge commercial airport at the edge of the Florida Everglades despite its own recently released studies showing that the airport could cause serious harm to adjacent Everglades and Biscayne national parks.

The Everglades have shrunk to less than half their original size, eliminating massive amounts of wildlife habitat. The ecological destruction has accelerated over the last years with the rapid growth of the sugar industry and the increased diversion of water to support both agricultural and residential development. Developing the Homestead site as a major commercial airport would deliver another deadly blow to Everglades and Biscayne Bay national parks. Commercial airports rank as high as smokestack industries in the amount of pollution they release into the environment, yet are excluded from many of the pollution controls and disclosure requirements that equally polluting industries must follow

I strongly oppose the Homestead airport development because it will destroy the everglades and all the wildlife depending on it. This is just another project that will wreck and destroy the environment. Please do not let this happen. Thank you very much.

Sincerely,

Toni Siegrist

001801 2 March 2000

To AFBCA/EX

I would not like to see Homestead Air Reserve base turned into a major commercial airport.

The surrounding areas of the Everglades, Biscayne National Park and the Keys are one of our last refuges for beauty, peace and inspiration. Me and my family use these areas at least 3-4 times a month. We love them! And we would hate to see them negatively affected by an increase in noise, pollution and commercial activity. Dade County is already enough of a sprawl. Have them put an airport where it won't hurt us or our environment.

Sincerely
Karen TB Parker. Coral Gables Florida

001802

3/1/00

To whom it may concern:

In ref. to the proposed Airport to be built:

Although it has been brought to my attention that the location is near an area of wildlife and forest preserves, I have no opposition to this project. I am all for developement and urban expansion. An additional airport would reduce traffic at other nearby airports, as well as offer more flight options at different (cheaper) fares.

Go for it!

Sincerely,

Paula Sluty

P.S. This is a letter I had to write for my environmental science class... COLLEGE!!!

can you believe that a college class is doing an assignment so tediously lame?

p.s.s. I was supposed to tell you I don't want you to build the airport!

001803

To whom it may concern.

It would be very detrimental to the environmental health of Biscayne National Park, Everglades National Park, and Florida Keys National Marine Sanctuary if a major international airport were built on the site of the former airbase.

I am writing in protest of the construction of such an airport. Airport traffic would emit tons of toxic pollutants into the air every day. Wildlife would be negatively impacted by the noise and pollution as well as sprawl caused by the construction of an airport in this area.

I believe it is our responsibility to preserve the natural ecology of the South Florida region as best we can. Any reconstruction on the former site of the Homestead airbase should be compatible with restoring the ecological functions of the South Florida ecosystem.

Sincerely,
Katherine K.

DAVID S. JACOBSON
2631 LANDER ROAD
PEPPER PIKE, OHIO 44124

001805

March 3, 2000

Gentlemen:

We are homeowners in Key Largo Fla and we are writing to express our opposition to the proposed commercial airport development in Homestead Fla. on the site of the Homestead Air Reserve Base

While we recognize and support the need for economic development in the Homestead area, the proposed airport, if developed, poses irreparable harm to 2 National parks: Biscayne National Park and Everglades National Park

Most importantly, there are viable alternative proposals to develop the Homestead Air Base that are compatible with the environment while still providing enormous economic growth to the Homestead area

Thank you for your consideration

Sincerely

Patty and David Jacobson

FLA ADDRESS
52 ANGELFISH CAY DR
KEY LARGO FL 33037

001806

THE NATURE CLUB OF CENTURY VILLAGE EAST

February 29, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore St.
Suite 2300
Arlington, VA 22209-2802

To the U.S. Air Force:

On behalf of the more than 100 members of the Nature Club, residing in Century Village East, Deerfield Beach, a retirement community in South Florida, I write you to oppose the development of a commercial airport at the Homestead Airforce Base.

The pollution and noise which airports inevitably produce will do immeasurable harm to the two adjacent national parks which are already threatened in various ways.

Please consider this to be our club's formal comment regarding the draft Supplemental Environmental Impact Statement for the redevelopment of the Homestead base.

Sincerely yours,

Alan Brigell

Alan Brigell
Prescott J 187
Deerfield Beach, FL 33442

President.
Nature Club of Century Village East

JOANNE M. HOWARD
7651 SW 137 Street
Miami, Florida 33158

001807

Feb. 29, 2000

Homestead SEIS
AFBCA/EX
2802 Homestead. AFBSEIS
1700 N. Moore
Suite 2300
Arlington, Va 22209

Dear Sirs or Madam:

I am writing to you concerning the possible utilization of the old Homestead Air Force Base property as an auxiliary commercial airport. I am very much opposed to this proposal for the following reasons.

1. I lived on the Homestead Air Force base from 1975 till 1980 when I moved to the south Kendall area of Dade county. At that time the base was surrounded by potato fields and plant nurseries. Access to the base was and still is limited to US 1 or Dixie Highway and the Florida Turnpike from the north. When I lived on the base, travel down US 1 was medium to high. Now it is very heavy even at 10:00 p.m. on Sunday nights. There is no way to increase access to the former base because it is bounded on the East by Biscayne Bay and the South by a couple of housing developments and marsh land. In other words, it is a dead-end of the road. Down the end of that road is the only access to the Florida Keys, US 1. With ever more development and building both in the Homestead/Florida City area and the Keys traffic is rapidly coming to a crawl. A commercial airport will only increase the traffic nightmare and possibly make access to the Keys impossible. Does anyone care about the people who live and work in the Keys? I would hope so.

2. When I first moved to Dade county in 1975, there were still fresh water springs in Biscayne Bay and numerous fresh water wells in south Dade. All of that is gone. The quality of water has diminished rapidly with increase in population and failure of the water commission to respond appropriately to commercial development. How would a commercial airport in an environmentally fragile area of the county, locked between Biscayne Bay and the Everglades help to alleviate this water problem? It wouldn't and would most likely contribute to the further erosion of our fresh water supply. No commercial airport stands alone. All are surrounded by both support and auxiliary commercial establishments. All will require more water. Is there an aquifer we locals don't know about which will provide this extra water?

3. Similar to the above reason is the need for sewers. It is no small task to dig through the coral that forms our dirt here. The agriculture which was the commercial heart of this area had little need for this part of an infrastructure. Can anyone guarantee that the massive sewer system needed to support this airport and auxiliary commercial establishments won't leak into Biscayne Bay or the surrounding canals?

4. The Mayor of Homestead has been complaining that more jobs are needed for our Homestead area. He should take a look around his area. There are signs on all over the area asking for "Help Wanted". Homestead/Florida City are still the gateway to both the Florida Keys and the Everglades National Park and have enjoyed tremendous growth in industry supporting tourism. Record numbers of tourists are coming into this area each

JOANNE M. HOWARD
7651 SW 137 Street
Miami, Florida 33158

year to enjoy, boating and the usual fun in the sun things. I haven't been able to get a camping site so far this year. Nine mile pond has been crowded every weekend. There are jobs available. The doomsday predictions after Hurricane Andrew did not happen. Life is flourishing in South Dade. So why do they need more jobs?

5. Dade County and the city of Miami have been unusually blessed with having the creme de la creme of sticky handed inept politicians and commissioners. Recently the local newspaper, The Miami Herald, ran a series of articles detailing the corruption in the Miami Airport Authority board and gave example after example of how the board has failed to run the Miami airport effectively and efficiently for many years. Thousands and thousands of dollars were wastefully spent on elaborate communications systems, expensive offices, board member's pet projects and a multiple of other nonessential projects. Meanwhile the Miami airport is a mess. If no one in this county has figured out how to run one airport correctly, we certainly do not need a second airport to dump more taxpayer money in.

So what is the reason for putting a second airport at the old base. Well, there is already landing strips and plenty of land for more. Good. Further it would help reduce the terrible traffic both in the sky and in on the ground at the Miami airport. Maybe, but at what expense.

I have to use the Miami airport several times a year and spend quit a bit of time getting both my mind and body ready for the mental and physical assault of having to spend any amount of time in that glass and metal jungle. It is awful. So does anyone really believe that the same thing won't happen to a second airport. The commercial carriers of course will voluntarily limit their number of flights to this new airport. No new carriers from Latin America or the Islands will reques. landing rights into the new airport. They of course will want to keep it just a "secondary airport." I love that. Hello, folks. Once the door is open and that land is zoned for AIRPORT, it will be open season on the new airport. There will be no stopping the exponential increase in both land and sky traffic at the Homestead airport. There is NO good reason for putting a second airport in South Dade County.

If you got this far in reading this objection, thank you. Please, please strongly consider the reasons for not developing the old Homestead Air Force Base into a second commercial airport. There are many other alternatives that would not come with the same multitude of problems and yet would serve the people of Dade County better. Currently, the Jobs Corp. and Metahaven, a facility to help emotional and mentally compromised people are located on the base property. An excellent organization for training the homeless and serving families in poverty is on the base. What about putting in a technical school to provide training for the migrant workers and their families that populate that area?

The ideas are there we just need the time to develop them. Again thank you for your time and consideration.

Sincerely,

Joanne M. Howard

Joanne M. Howard
Citizen of Miami-Dade County

001809

Joaquin R. Macia
380 Glenridge Road
Key Biscayne, FL 33149
(305) 361-0935
jmacia@allinternet.com

February 29, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 222209-2802

Ladies and Gentlemen,

I am sending this letter to state my objection to the plans regarding the creation of an auxiliary airport on the former premises of the Homestead Air Force Base. As I understand the plan, a substantial volume of airplanes would be flying directly over Key Biscayne and Biscayne National Park (Soldiers Key, Elliot Key, etc.). I have been diving the waters of Biscayne National Park since I was a teenager back in the mid '70s. The peace and tranquility that beckons as an escape from our rather fast-paced life in Miami would completely be eliminated, and I am sure that much of the wildlife and marine life would be adversely affected by the severe noise pollution that is certain to result.

I understand that a new airport would create new jobs, but new jobs at the expense of our environment do not make sense. Please see to it that other options are carefully analyzed before you proceed with this very questionable project.

Very truly yours,

Jack Macia

001812

February 29, 2000

US Air Force
Homestead SEIS
AFBCA/EX
1700 North Moore Street, Suite 2300
Arlington, Va 22209-2802

RE: Development of Homestead Air Base

Dear Sirs:

Marjorie Stoneman Douglas championed the cause of the Florida Everglades, her "River of Grass" for most of her life. We find it extremely distressing that upon her sad passing, the very ideals for which she fought so valiantly face the possibility of extinction due to the shortsightedness of people who have no idea of the long term and devastating damage a commercial airport would cause to our beautiful and unique environment and its peoples. These developers and politicians have tunnel vision with the almighty dollar being the light at the end. Quality of life will be forever ruined and the few remaining habitats for wildlife and beauty will be gone.

Please do not allow this travasty to occur for the sake of a few who place the importance of money over what few "wild" spaces are left in the world. Witness the rainforest and all the irreparable damage that has been thrust upon everyone in the entire world.

We support the Collier-Hoover p lan for a mixed commercial and residential use which will still provide the jobs and growth needed for the area. We, too, were devastated by Hurricane Andrew. Please do not allow us to be forever devastated by the negative impact of a commerical airport. You CAN recover from a hurricane..... not so an airport.

Please keep Ms. Douglas' "River of Grass" alive for all our sakes and for the future of the earth.

Sincerely,

Janice R. Ross
Scott D. Ross

Janice R Ross
Scott D. Ross

001813

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/29/2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I ask you to recommend to stop the construction of the commercial airport in former homestead air base to protect the integrity of our natural resources in Biskayne National Park and Everglades National Park. Since noise pollution and water pollution generated by this airport could have devastating effects in these ecosystems.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Emma Rogido

ADDRESS/DIRECCIÓN:

CITY/CIUDAD: Miami

STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

Se publicarán sus comentarios en el SEIS FINAL. Favor de no incluir su dirección personal si no desea que esta aparezca en el SEIS FINAL. El hecho de proporcionar esta información es considerado como su consentimiento para publicarla

Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

001814

Homestead SEIS
AFBCA/EX
1700 North Moore St
Suite 2300
Arlington VA 22209-2802

3/2/00

I am writing to express my opposition to the proposal to transfer the former Homestead Air Reserve Base to Dade County for development into an international airport.

The location chosen is too near Everglades and Biscayne National Parks and will present a hazard to these ecosystems. I understand that an estimated 7 tons of toxic pollutants will be released into the air daily, many hazardous chemicals might wash into Biscayne Bay and increased noise pollution and industrial sprawl will be inevitable.

These risks are too great for a natural area that has already been harmed by human activities. We should be restoring and protecting the Everglades, not bombarding them with further assaults.

Thank you for allowing me to comment,

Ruth Ann Jones
RR7 Box 99
Greensburg PA 1501

001816

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: March 3

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I HAVE LIVED IN THE HOMESTEAD AREA FOR TWENTY FIVE YEARS AND I DONT WANT TO SEE IT DESTROYED BY PUTTING IN A CARGO AIRPORT IT WOULD CAUSE HAVOC WITH POLLUTION, CONTESTION, AND NOISE. AND WE DEFINETLY DON'T NEED IT HERE. I AM IN FAVOR OF THE HOUSER COUCH PLAN. IF THE AIRPORT IS APPROVED THAT WILL BE THE LAST STRAW FOR ME, I WILL MOVE OUT OF THE AREA.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: ROBERT D. HERSHEY
ADDRESS/DIRECCIÓN: 8731 SW 192ND ST
CITY/CIUDAD: PERRINE, FLA.
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33157

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AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

001817

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

OPPOSED

DATE/FECHA: March 6, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

REBECCA BIEGON:
I AM A THIRD GENERATION FLORIDIAN LIVING IN MINNESOTA AT THIS TIME. MY CHILDREN HAVE BEEN TAUGHT TO LOVE SOUTH FLORIDA AND WE VISIT OFTEN. RELATIVES IN HOMESTEAD, FLORIDA CITY AND PERRINE HAVE ALERTED US ABOUT THE COMMERCIAL AIRPORT PROPOSAL. WE FIRMLY OPPOSE THIS SITING. THE EVERGLADES & BISCAYNE PARK SHOULD NOT BE FURTHER DISTURBED BY NEARBY DEVELOPMENT. IN MY OPINION IT IS OUTRAGEOUS THAT A NUCLEAR POWER PLANT IS SO CLOSE BY. AIR TRAFFIC OVER TURKEY POINT PLANT IS A FURTHER HAZARD. THIS UNIQUE AREA SHOULD BE PROTECTED.
SCOTT CRAMER:
I HAVE VISITED SOUTH FLORIDA WITH MY WIFE REBECCA. MY BROTHER LIVES THERE TOO. OUR FAMILY AND FRIENDS THERE AND HERE ARE ENVIRONMENTAL ACTIVISTS WHO WILL WORK HARD TO DEFEAT THIS PROPOSAL.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: REBECCA BIEGON & SCOTT CRAMER
ADDRESS/DIRECCIÓN: 3148 29th AVE
CITY/CIUDAD: MPLS. (MINNEAPOLIS)
STATE, ZIP CODE/ESTADO, ZONA POSTAL: MN. 55406

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

Se publicarán sus comentarios en el SEIS FINAL. Favor de no incluir su dirección personal si no desea que esta aparezca en el SEIS FINAL. El hecho de proporcionar esta información se considerado como su consentimiento para publicarla

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Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

001818

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

Dear Air Force,
I am writing to express my disapproval of the proposed Homestead airport, which would be devastating to the environment. The construction of this airport would result in tons of pollution that would harm the nearby Everglades and Biscayne national parks. This is supported by an environmental impact study conducted by yourself and also by the opinions of EPA administrator Carol Browner and Interior secretary Bruce Babbitt. Once again, please do not construct the airport.

Sincerely,

Evan Stajduhar
127 Swarthmore Ave.
Charleston, WV 25306

Bryan L. Wyberg
12854 Raven Street NW
Coon Rapids, MN 55448

001819

March 3, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

Dear Sir or Madam

I am writing to you today concerning the proposal to develop the closed Homestead Air Base into a commercial international airport. I am writing in very strong opposition to this proposal. I am very concerned about the types of negative effects this proposal would have on the highly sensitive environmental areas surrounding the Air Base. The Florida Everglades and surrounding ecosystems are extremely important. There are many national parks in this area which would be adversely affected by development of a busy international airport here.

Most devastating, the airport noise and the accompanying urban and industrial development are absolutely incompatible with the surrounding National Parks and Preserves. The pollution from hazardous chemicals and exhaust are also a major concern, particularly with Biscayne National Park and the Florida Keys National Marine Sanctuary. Any redevelopment of the Homestead Air Base must be compatible with protecting and restoring the South Florida ecosystem.

The mixed use alternative is the preferable option in the SEIS, in that there is some opportunity therein to consider the ecological impacts of any development decisions. However, I would ask that environmental and land protection be given the top priority in the final plan.

It makes no sense, when the government is already investing hundreds of millions of dollars to restore the Everglades ecosystem, that we would jeopardize this investment with the development of a busy airport smack in the middle of it all. There is no need for an additional airport in the Homestead location with Miami International already serving the area.

Again, please decide AGAINST the commercial airport development proposal.

Thank-you,

Bryan L. Wyberg

Bryan L. Wyberg

001821

March 3, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street, Suite 2300
Arlington, VA 22209-2802

We are writing to express our opposition to the Air Force's plan to transfer the former Homestead Air Reserve Base to Dade County for development into a major international airport.

As the Air Force's own recent Supplemental Environmental Impact Statement and other studies concerning the Homestead project clearly show, this airport would have devastating consequences for adjacent Everglades and Biscayne national parks. Moreover, the Air Force study concludes that alternatives to the airport, such as developing the site for mixed commercial and residential use, would have significantly less harmful consequences.

At a time when Americans have finally become aware of the damage inflicted over past decades on the Everglades by both Government projects and private interests, and steps are being taken to restore this natural marvel to its pristine condition, the Air Force should not permit the construction of yet another destructive project such as this. As recent scientific studies have shown, high levels of noise have an extremely disruptive effect on wildlife.

The Everglades, Biscayne Bay and the Florida Keys are unique and treasured parts of America's natural history, and they should not be sacrificed to an airport. We strongly urge the Air Force to follow the advice of Interior Secretary Bruce Babbitt and EPA Administrator Carol Browner, as well as the wishes of many, many Americans, and abandon this destructive airport development plan.

Thank you for considering our comments.

Hennette L. Simpson R. Smith Simpson

Hennette L. Simpson R. Smith Simpson
250 Pantops Mountain Road, #41
Charlottesville, VA 22911

March 6, 2000

001823

FAX 703-696-8829

Homestead SEIS
AFBCA/PA
1700 N. Moore Street - ST 2300
Arlington, VA 22209-2802

Re: Homestead Air Force Base Redevelopment

Dear Sirs:

I am against the development of the former air base as another commercial airport. My reasons are as follows:

First: The environmental impact on the two (2) national parks will be very detrimental to the flora and fauna in both of the parks.

Second: It will only be a matter of time before a second runway will be requested for the proposed commercial airport. I can remember very well after the second World War that MIA was only a small airport extending out to Red Road (SW 57 Avenue). With continued growth, as it has been in the past, a new request will be made to increase the capacity of the Homestead Air Base. This will further add to the detrimental impact on the two national Parks.

For these reasons I urge that you deny the request to convert the Homestead Air Force Base into a commercial airport.

Very truly yours,

Stephen M. Davis
8055 S. W. 92 Street
Miami, FL 33156

cc: Katy Sorenson

001824

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: March 3, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

For the past 5 years we have spent our winters in the Florida City area. We visit Biscayne National Park and the Everglades National Park and enjoy the peaceful surroundings. The birds and animals, the coral reefs and also Homestead City Park adjacent to Biscayne. This year we finally saw two Manatees near Elliott Key and a crocodile nesting. We think that one of the Homestead AFB days as a commercial airport would ruin the great National resource of South Florida for all Americans and would reduce the number of tourists and somebody attracted to South Florida. It would be a very short sighted disaster and a terrible blow to the vision of President Theodore Roosevelt and Marjorie Stoneman Douglas.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MAS ESPACIO****

NAME/NOMBRE: Steven + Roxelle McCarthy

ADDRESS/DIRECCIÓN: 2585 Cedar Lake Trail

CITY/CIUDAD: Morristown

STATE, ZIP CODE/ESTADO, ZONA POSTAL: Minnesota 55052

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Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX 703-696-8828

001825

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 3-4-2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Leave the Air Base alone!
No more Congestion & noise, please
Fly out in the Glades
where it should have
been years ago.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Frank H Terrysk
ADDRESS/DIRECCIÓN: 9791 Tamiami Dr
CITY/CIUDAD: Miami Dade Co
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33189-1752

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

001828

March 4, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, Virgina 22209-2802

Gentlemen:

We would like to express our opposition to the Air Force's plan to transfer the former Homestead Air Reserve Base to Dade County for development into a major international airport. We ask that you stop these plans.

As the Air Force's recently completed Supplemental Environmental Impact Statement and other studies concerning the Homestead airport project show, this airport would have devastating consequences for adjacent Everglades and Biscayne national parks. The Air Force study also concludes that alternatives to the airport, such as developing the site for mixed commercial and residential use, would have significantly less harmful consequences.

The Everglades, Biscayne Bay, and the Florida Keys are unique and treasured parts of America's natural history far too important to be sacrificed for an airport. Please instruct the Air Force to follow the advice of Interior secretary Babbitt and EPA administrator Browner, and follow our wishes and the wishes of many, many Americans and abandon this airport development plan, for the eventual good of us all. A planet is a sad thing to waste.

Sincerely,

Mr + Mrs. John A. Quinlan

Mr. and Mrs. John A. Quinlan
2208 Northwest 2nd Avenue
Fort Lauderdale, Florida 33311

001830

STUTSMAN DESIGN GROUP, INC.

engineers • planners • aviation consultants

March 5, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street, Suite 2300
Arlington, Virginia 22209-2802

These Written Comments are submitted for consideration in the preparation of the Final SEIS for the property transfer and future use of the former HAFB.

I am submitting these comments as an interested Professional Engineer, Certified Planner, Certified Environmental Professional, and aircraft owner/pilot based in south Florida. Also, as Past President and Director of the Greater Miami Aviation Association these comments are submitted with that organization's concurrence.

The proposition supported here is that the site of the former HAFB should be transferred to Miami-Dade County for development into an aircarrier commercial airport, and that this development and use can be compatible with the environment, specifically Everglades and Biscayne National Parks.

Studies beginning as far back as the 1970s, which were then ancillary to the study to find a site to replace the Everglades Jetport, and continuing to the present date to measure the need and timing for additional aircarrier airport capacity to serve southeast Florida, consistently state that this Region, the State, and indeed the Nation will require such a facility to be able to handle the movement of people and cargo into and out of this geo-politically significant area in the future. The trend line for the growth in air passengers and cargo has been upwards throughout this 30 year period, and all projections show the growth reflected by this upward trend continuing in the years ahead. However, the timing of the need for more airport and airspace capacity has been extended into the new century because of factors such as the introduction and use of larger aircraft, a planned new runway at MIA and plans for runway extensions at FLL and PBI, plus terminal expansion at all three airports; and improvements in air traffic control procedures and equipment.

Based on the archival and present on-going aviation demand studies and the approved airport plans (see the CFASP) now being implemented, there is a clearly defined need for another commercial, aircarrier airport to supplement MIA, FLL and PBI. It is only a matter of "when" this transportation facility will be needed, not "if". And after more than thirty years of effort to find a site for another such airport, it is clear that the former Homestead AFB is the only suitable location available. To use it for another theme park,

1

p.o. box 960027, miami, florida 33296-0027 (305) 386-7500

or another golf course or shopping center would be a terrible waste of this public land - land, and its environs where jet aircraft have been flying in to and out of for the past 45 years.

Acknowledging the need for a new commercial airport and the availability of this site is not enough. Environmental compatibility of the additional development and operations required by an aircarrier style facility must be achieved. The Draft Supplemental Environmental Impact Statement (DSEIS) for the Disposal of Portions of the Former Homestead Air Force Base, Florida reports that such compatibility is attainable. If this is to be so, there must be very careful attention to design and scrupulous implementation of controls and procedures. This assurance, with the needed oversight, is possible only if Miami-Dade County retains the full beneficial use of the airport land after transfer, and becomes the developer and operator of the facility (if current efforts to create an Authority to manage the Miami-Dade Airport System are successful, that entity could assume control of this project). In either case, the present Agreement with a private, entrepreneurial group known as HABDI should be terminated and a public entity placed in control.

The DSEIS adequately addresses the issues of water quality and quantity and of air quality, and I have little to add except to note that if cost/benefit analyses are applied to the design and to the operation regulations, the engineering exists to reach and surpass the environmental goals. However, there are two environmental concerns that warrant additional comment. They are: one, induced growth or ancillary development spurred on by the proximity to a major commercial airport or its access roads, and two, noise or the sound generated by arriving and departing aircraft over the airport environs, especially the two National Parks - Biscayne and Everglades.

Induced growth can be desirable if it is properly planned and developed. If not controlled, it can lead to increased surface water runoff and pollution caused by overpaving, and to increased air pollution resulting from overtaxing the capacity of the roadway system. The matter of controlling induced growth was addressed in the Final Environmental Impact Statement for the Replacement Airport for the Everglades Jetport. This FEIS was approved and signed by the U.S. Department of the Interior and the U.S. Department of Transportation/FAA in November 1981. The last sentence on page S-25 of the Summary states: "Potential adverse environmental impacts that might result from induced development would be protected against through commitments specified in a grant agreement for land acquisition." Applying this to the Homestead project means requiring Miami-Dade County and the City of Homestead to commit to enforcing the land use and development regulations set forth in a master plan to be prepared for the airport environs (boundaries to be determined, but suggest extending out 3 to 5 miles from the airport). The DOT/FAA and the DOD/Air Force could provide the Federal oversight as parties to the Federal action.

The sounds of aircarrier aircraft over Biscayne and Everglades National Parks and in the airport environs will increase with the conversion to commercial use of the former HAFB. This impact is well covered in the DSEIS, but should be even less of a concern

2

than reported on in that document and therefore less of a factor in deciding to convert to a commercial airport Pressure to quiet the aircarrier fleet and to reduce aircraft generated air pollution is mounting internationally and is no longer just the purview of the United States Witness the recent effort by the European Union to ban jet aircraft with hush kits Scientific research and engineering technology are now expected to be capable of achieving politically driven goals Thus it can be anticipated that the sound levels generated by aircraft will continue to diminish, but at an accelerating rate Further, and for similar reasons, improving air traffic control equipment, both on the ground and in the aircraft, will permit better use of the airspace and further routing away from noise sensitive areas The impact of all of these aircraft, equipment and procedures improvements should be given greater weight in the EIS process when evaluating noise and air pollution impacts of a commercial airport at the former HAFB

Thank you for permitting me to comment on this very important and much needed project

Paul M. Stutsman

Paul M Stutsman, PE, AICP, CEP

3

AOPA AIRCRAFT OWNERS AND PILOTS ASSOCIATION
421 Aviation Way • Frederick, MD 21701 4798
Telephone (301) 695-2000 • FAX 301 695-2375
www.aopa.org

001831

March 1, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

To Whom It May Concern:

The Aircraft Owners and Pilots Association (AOPA) represents the general aviation interests of over 355,000 members nationwide, over 25,800 whom are residents of the state of Florida. AOPA is committed to ensuring the continued viability, growth and development of aviation and airports in Florida and in the United States

AOPA provides you with the following comments on the Supplemental Draft Environmental Impact Statement (SDEIS) for the proposed disposal of portions of the former Homestead Air Force Base dated December 1999 These comments are in reference to the proposed action to transfer the remaining surplus property to Miami-Dade County for the operation of the airport as a civilian commercial use facility **AOPA encourages the continued use of Homestead Air Force Base for civil and commercial aviation purposes**

Aviation in the United States is an integral resource to every American community, particularly in Florida and carries much more significance than just a facilitator of convenient transportation. The Florida Department of Transportation (FDOT) calculated in their Florida Aviation System Plan that the tourism impact to the state economy alone resulted in 265,000 additional jobs and a payroll of more than $5.2 billion With an economic impact such as this, aviation should be protected and promoted, which can be accomplished through this proposed action.

Airports are one of our nation's most valuable transportation commodities and a major contributor to the growth and development of a community, both economically and through other benefits not measured in dollars and cents. An airport, regardless of its size, is a community's access point to our nation's major mode of transportation As part of this network, each state has a responsibility to maintain, modernize, and develop its aviation service and facilities to effectively function as an important component of this transportation system.

Florida has acknowledged this responsibility in their Aviation System Plan and identified specific problems that need to be addressed including the need to add capacity at 60 airports and build four new general aviation airports to relieve existing crowded airline service airports Aircraft traffic delays due to airspace congestion and limited airport capacity has already cost the state $124 million per year and is estimated to grow to $473 million per year over the next few years without these needed improvements Furthermore, Florida's aviation system funding in the next five years will fall far short of the estimated

Member of International Council of Aircraft Owner and Pilot Associations

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Homestead SEIS
Page 2
March 1, 2000

$7.2 billion needed to accommodate the demands of growth, which includes the need for additional runways.

The deterioration of aviation infrastructure is a national problem. Lack of airport modernization and improvement of services is a serious threat to air transportation State and local-level financial support is necessary in order to prevent future and expensive infrastructure rehabilitation, and in some cases outright closure of our airports. While the nation has come to depend on its air transportation system, the fact remains that the country is losing over 50 public-use airports every year. In these times of reduced federal funding, an airport once lost becomes almost impossible to replace The federal government's offer to incorporate Homestead Regional Airport to Florida's commercial aviation infrastructure is a rare opportunity that will not appear again and dwarfs the complications and expenses that would be associated with building a similar facility in south Florida anytime in the future.

AOPA believes that Homestead Regional Airport is an integral part of Florida's solution to meet their aviation needs, especially in south Florida. With a forecasted increase of 28 percent and 69 percent in the number of operations and enplanements respectively by the year 2010, south Florida has to recognize ways to enhance its ability to reach such projected levels of aviation activity. Incorporating Homestead Regional Airport into Florida's airport system would be a step in the right direction.

Homestead was specifically chosen by the Federal Aviation Administration's (FAA) Military Airport Program as a primary candidate to receive a special set-aside of the discretionary portion of the Airport Improvement Program (AIP) funds. This former Air Force Base has met their criterion including the ability to contribute to the capacity of both Florida and the nation's air transportation system by enhancing airport and air traffic control system capacity as well as by reducing current and projected flight delays.

This airport will remain in operation for military traffic regardless of what project alternative is selected, and we feel that an opportunity to take advantage of its significant potential to positively contribute to Florida's entire aviation infrastructure should not be ignored.

Thank you for your consideration of our views. Should you require any additional information on this or any other related issue, please feel free to contact me at (301) 695-2204.

Sincerely,

Christy Gerencher

Christy Gerencher
Manager, Airport Policy

BASF
BUILDERS ASSOCIATION OF SOUTH FLORIDA

001832

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March 6, 2000

AFBCA/EX
1700 N. Moore Street
Suite 2300
Arlington, VA 22209-2802
Attn: Shirley Curry

Re: Re-development of Homestead AFB, Homestead, Florida

Dear Sir or Madam:

I am writing on behalf of the Builders Association of South Florida (BASF), to support the Proposed Action as recommended by the Miami-Dade County Commission to transfer the surplus property at the former Homestead AFB to develop a one-runway commercial reliever airport, to be know as the Homestead Regional Airport

Our organization has read the Supplemental Environmental Impact Statement (SEIS) carefully In particular, they reviewed the environmental and economic development impacts of all options proposed for the re-use of this base. The SEIS indicates that *any* alternative, except "No Action" alternative, would place an impact on the surrounding environment Further, since Hurricane Andrew passed over this area in 1992, the south end of Miami-Dade County has never been able to recover economically and regenerate the loss of jobs due to this devastating storm

After careful review of all alternatives and the environmental and economic impacts on the community, the Association supports the Proposed Action as adopted by the County Commission. Any environmental impacts would not be extraordinary in nature Specifically, the noise and storm-water run-off would remain about the same, *after* secondary development has occurred Military overflights will still continue, regardless of which proposed action is taken.

Two other alternatives would provide for a mix of office, residential and commercial facilities and an eco-tourism component While the proposals sound good, there does not appear to be an underlying foundation of economic viability for the long-term success of these plans Without that foundation, none of the other proposed actions will ultimately succeed. The Market Driven option would not provide the airport relieve function or the number of jobs Further, the SEIS made it clear that the Hoover Environmental Group's

18229 N W 77 AVENUE • MIAMI LAKES, FL 33014-6896 • 305-596-6300 (DADE) • 954-623-6223 (BROWARD) • FAX 305-556-6304

Shirley Cevurey
March 6, 2000
Page 2

plan is simply a concept at this stage. The community needs to move forward on a concrete plan – not a concept.

Given that South Miami-Dade needs an "economic development engine" and our entire County needs a reliever airport, these two factors become the overriding reasons for BASF's support of the Proposed Action – to sustain the County's long-term economic viability and future progress.

Sincerely,

Truly Burton

Truly Burton
Government Affairs Director

cc. Mercy Sellek
Ramon Rasco

001833

29 Dilly Tree Park
Key Largo, FL 33037

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

Dear SEIS Contact

We are among many Florida residents who treasure the rich beauty of the everglades and coral reef preserved in the park system of Southern Florida. There is a plan to destroy all this through extremely heavy air traffic, which would occur with the conversion of the Homestead airforce base to a cargo depot for the greater Miami area. The "cover up" for this outrageous plan states it would create jobs for the Homestead residents. Does anyone take into consideration the jobs lost when the attraction for tourism is destroyed? How many resorts are contingent to the Miami airport? Why do politicians pretend that they are for preserving the environment when they back a plan like this? Are all our political leaders "on the take"? Where is there any sign of integrity? There is an alternative proposal for a mix of commercial and residential development compatible with the adjacent national parks, which would still provide an economic boost to the local area.

Please consider the other options, which would preserve the Everglades and Biscayne Bay

In advance we thank you for your serious consideration.

Sincerely,

William M. France
Kathleen France

William and Kathleen France

cc: Vice President Al Gore
The White House
1600 Pennsylvania Ave
Washington DC

001835

February 29, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street, Suite 2300
Arlington, VA 22209-2802

We are writing to express our opposition to the Air Force's plan to transfer the former Homestead Air Reserve Base to Dade County for development into a major international airport.

As the Air Force's own recent Supplemental Environmental Impact Statement and other studies concerning the Homestead project clearly show, this airport would have devastating consequences for adjacent Everglades and Biscayne national parks. Moreover, the Air Force study concludes that alternatives to the airport, such as developing the site for mixed commercial and residential use, would have significantly less harmful consequences.

At a time when Americans have finally become aware of the damage inflicted over past decades on the Everglades by both Government projects and private interests, and steps are being taken to restore this natural marvel to its pristine condition, the Air Force should not permit the construction of yet another destructive project such as this. As recent scientific studies have shown, high levels of noise have an extremely disruptive effect on wildlife.

The Everglades, Biscayne Bay and the Florida Keys are unique and treasured parts of America's natural history, and they should not be sacrificed to an airport. We strongly urge the Air Force to follow the advice of Interior Secretary Bruce Babbitt and EPA Administrator Carol Browner, as well as the wishes of many, many Americans, and abandon this destructive airport development plan.

Thank you for considering our comments.

Margaret S. Maurin Albert J. Stunkard

Margaret S. Maurin, Ph.D. Albert J. Stunkard, M.D
14 Westview Road
Bryn Mawr, PA 19010

Sharon J. Wyberg
5604 Morgan Ave. S
Minneapolis, MN 55419

001836

March 4, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

Dear Sirs:

I am writing to you today in opposition to the proposal to develop the closed Homestead Air Base into a commercial international airport. I find this proposal very disturbing. I am very concerned about the types of negative effects this proposal would have on the highly sensitive environmental areas surrounding the Air Base. The Florida Everglades and surrounding ecosystems are extremely important. There are many national parks in this area which would be adversely affected by development of a busy international airport here.

Any redevelopment of the Homestead Air Base must be compatible with protecting and restoring the South Florida ecosystem. The airport noise and the accompanying urban and industrial development are absolutely incompatible with the surrounding National Parks and Preserves. The pollution from hazardous chemicals and exhaust are also a major risk.

The mixed-use alternative is the preferable option in the SEIS, in that there is some opportunity therein to consider the ecological impacts of any development decisions. I ask that environmental and land protection be given the top priority in the final plan.

It makes no sense, when the government is already investing hundreds of millions of dollars to restore the Everglades ecosystem, that we would jeopardize this investment with the development of a busy airport smack in the middle of it all. There is no need for an additional airport in the Homestead location with Miami International already serving the area.

Again, please decide AGAINST the commercial airport development proposal.

Thank-you,

Sharon J. Wyberg

Sharon Wyberg

DEBORAH L. TALBOT
813-961-5840

001837

March 3, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington VA 22209-2802

To Whom It May Concern:

I am writing to express my dismay over the perpetuation of the commercial airport development in Homestead. The environmental reports substantiate that serious harm will be done to any area that we are working hard to protect. Please explore all the study's findings and find another solution for this transportation dilemma. I am a

Concerned Florida Citizen,
Deborah Talbot

16504 Adaja de Avila, Tampa, FL 33613 fax 813-962-2605

001840

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 3/1/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Biscayne National Park & Everglades National Park are totally unique areas and one-of-kind parks in this country. They are beautiful, peaceful, delicate places that will be forever ruined if a cargo, secondary airport is allowed to be constructed on the former Air Force Base in Homestead.

No one would want an airport built next to the Grand Tetons, Glacier, Yellowstone, Sequoia, Shenandoah or any other national park - all unique in their own way.

Please Please give the Homestead Airbase to: Please Hoover-Collier mixed alternative.

→ over

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Carol McGunagle
ADDRESS/DIRECCIÓN: 1739 N. Curlew Lane
CITY/CIUDAD: Homestead, Florida. 33035
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

Se publicarán sus comentarios en el SEIS FINAL. Favor de no incluir su dirección personal si no desea que esta aparezca en el SEIS FINAL. El hecho de proporcionar esta información es considerado como su consentimiento para publicarla

Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

There are thousands of jobs already posted in the local papers.
As stated by the politicians at one meeting, they want this airport for jobs for people in their community, thus taking jobs from the Homestead/Fla City people.
There is a better alternative: Yes, we need jobs but we don't need to ruin this peaceful community to get them.
Please help us preserve our National Parks.

Thank you,
Carol McGunagle & family

001841

Public comment on the analyses in the Draft SEIS for the former Homestead Air Force Base, Florida.

From: Antonio Joseph Martin, Dade County Resident.

Subject: Homestead SEIS.

The points expressed by all the parties concerned with the future of the former Homestead Air Force Base are well put and formulated well with the exception of crime in our community and the impact that crime places on the safety and security of physical and intangible resources of our community. I am very concerned with the facts that the principals of HABDI, the designated contractor awarded the rights in a no-bid contract, have little airport background or experience in building airports and are associated with the Latin Builders Association. The Latin Builders Association is associated with the Mastec company, who is one of the largest underground, construction, infrastructure, and engineering company subcontractors in the area. The Mastec company is associated and affiliated with the Cuban American National Foundation which is the Miami Cuban exile group. All these companies lack the resources to develop the property according to the proposals within the Draft SEIS.

The SEIS addresses all the physical security issues of all the proposals within the applicable laws and codes, but the issues of crime and growth and the changing demographic within Dade County is not accurately accounted for, creating a flaw that will impact the national security of our country as well as all real, and intangible resources of our community. This in turn will affect the health, safety, and welfare of all residents in our community.

The Dade County application for an airport with two runways awaiting decision from the FAA pending the release of the Final SEIS in my opinion should not be granted until the problems at the current airport (MIA) are remedied. The National Security Service of the United States is in jeopardy without the assets being developed within the county to merge national security and commercial aviation safely in a high traffic diverse ecologically sensitive environment like Homestead.

The area of air travel is under going many developments that will change the business of air travel in the future. In turn, the national security needs will change and increase the need for Homestead to become proactively involved in all the security issues of aeronautical, ecological, and national security in addition to the physical security of the property and equipment addressed in the Draft SEIS.

Replies to: Martin, AJ e-mail: d055777c@sefln.org/ telephone:3053865716 address: 12950 SouthWest 116 Street. MIAMI, FL 33186-4736.

001842

GENITO URINARY SURGEONS, INC

G K EMMERT SR., MD FACS
M.L. WAINSTEIN, MD FACS
R I. TAPPER, MD FACS
D S MURTAGH, MD FACS

E.T BOYLE JR., MD FACS
G K EMMERT, JR., MD
R.J NAVARRE JR., MD FACS
E A PIZZA, MD FACS
M A. WAINSTEIN, MD

Homestead SEIS
AFBCA/EX
1700 North Moore St
Suite 2300
Arlington, VA 22209-2802

March 5, 200.

Dear SEIS Contact:

We are homeowners in Key Largo, FL. The U.S. Air Force is considering the transfer of the Homestead Air Reserve Base in Florida to Miami-Dade County for the development of a large commercial/cargo airport. Because of the anticipated usage, the project will greatly jeopardize the environment with its noise and air pollution. These hazards will greatly affect Biscayne and Everglades National Parks and greatly endanger the only living coral reef in the Western Hemisphere, the John Pennekamp State Park.

Alternative sites for the development of the commercial airport have been poorly defined, and without question, should be readdressed. Other options for the Homestead project have been proposed which will not only preserve the eco-balance of the area, but also create many new jobs that will ultimately enhance the lifestyle of those that live in the area.

Please consider the above carefully and encourage both the Air Force and Clinton Administration to explore the other options for the Homestead Air Reserve Base project.

Sincerely,

Helen & George Emmert, Sr

3500 EXECUTIVE PARKWAY ♦ TOLEDO OHIO 43606
(419) 531 8558

001843

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: March 6, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Please do not transfer land to the county for the building of a commercial airport. The site is too close to two national parks, national treasures really, which deserve vigilant protection. This is a fragile ecosystem already under siege from development, poor water management decisions in the past, and agribusiness runoff. Millions have been spent, and will be spent, to preserve the Everglades and Biscayne Bay. It is counterproductive to put an airport in ~~the~~ such proximity. These are my tax dollars and I don't want them wasted!

There are better solutions being developed and they merit time for consideration. Once made, this decision will affect us and our children and their children so please do not be hurried by politicians eager to make short-term hay for themselves. I speak for many ~~[illegible]~~ of my neighbors and visitors to this area who are not as organized as those who have much to gain

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Dorothy S. Mann
ADDRESS/DIRECCIÓN: 11950 SW 72 Place
CITY/CIUDAD: Miami ~~FL 33156~~
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33156

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

Se publicarán sus comentarios en el SEIS FINAL. Favor de no incluir su dirección personal si no desea que esta aparezca en el SEIS FINAL. El hecho de proporcionar esta información es considerado como su consentimiento para publicaria

Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St , Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

by deal-making. Lately there has been an increased public outcry against the airport. Many, like me, are just waking up to the dangerous possibility this proposal represents. ~~Please do not [illegible]~~ Hear us: no airport in Homestead!

Dorothy S Mann

001844

MIAMI HERALD 3/5/00 pg 4L

EDITORIALS

THE HERALD RECOMMENDS

QUESTIONS FOR PRESIDENTIAL CANDIDATES

Whoever wants to be president must succeed among Floridians or give up the campaign as lost.

In years past, Florida occupied a prime intersection astride the presidential campaign trail. Sadly this year the state is but a roadside stand hoping a few candidates will happen by and sample our wares. With the biggest day of the primary season coming up on Tuesday — when California, New York, Ohio and a few other states cast ballots — it is not possible to know which candidates will remain viable for Florida's March 14 balloting.

Some also argue that because Florida is headed by a governor named Bush, all contenders with different surnames waste time and resources coming here. That would be a mistake. This state will award delegates based on a candidate's showing in each of the 23 congressional districts, so every contender has the chance to find a patch of friendly territory. For Republican John McCain, a decorated Vietnam prisoner of war, that could well mean the districts across northern Florida, where military retirees are a major force.

Also, Florida is the nation's bellwether. Whoever wants to be president must succeed among Floridians or give up the campaign as lost. Like the nation that we mirror in many important ways, this is a state that selects candidates because of who they are and what they profess rather than their party label; we, like most Americans, reward moderation, tolerance, initiative and optimism.

Still, Floridians face particular concerns that the next White House occupant must address. Before voters cast their primary ballots on March 14 — and again, when they choose a president on Nov. 7 — The Herald recommends that they ask the candidates to answer the following questions:

Q: WHAT ARE YOUR PLANS FOR OUR REGION?

Because of who and where we are, it is imperative that candidates have clear positions on Israel's security, on the future of Haiti and, especially, on Cuba. Where does each stand on the trade embargo as a tool of toppling the Castro regime? Where does each stand on the questions of isolating Cuba versus engaging it? Shouts of *¡Viva Cuba Libre!* won't cut it.

It's important, too, that candidates appreciate and value greater Miami's role as the emerging capital of the Americas. That means it is the right place for such institutions as the U.S. Southern Command and the headquarters of the Free Trade Area of the Americas. Do they pledge to make it so?

Beyond that, the candidates must be crystal clear about how they perceive the impact of immigrants on this state and nation; how they would treat Cuban rafters; how they would structure the Immigration and Naturalization Service.

Finally, what priority will each place on combating the cancer of drugs here and among such neighbors as Colombia?

Q: HOW WILL YOU PROTECT FLORIDA'S ENVIRONMENT?

Florida's future is one with the health of its environment. Voters must know where candidates stand on the importance of maintaining clean air, pristine coastal waters and planned growth. Do they oppose offshore oil drilling? Do they favor federal support of sewage systems, as the Keys desperately need? Will they insist on reduced air emissions?

Perhaps paramount, will they pledge, even in difficult times, to continue meeting the $7.9 billion federal commitment to restoring the Everglades? Will they stop a commercial airport from locating in Homestead?

Q: HOW WILL YOU SUSTAIN PROSPERITY?

Florida has enjoyed unprecedented good times, posing a challenge to candidates to be explicit as to how each would maintain economic growth. This question goes beyond competing tax-cut plans. Candidates must understand Florida's heavy dependence on tourism, which can be affected by such factors as escalating gas prices, shrinking leisure time and competition from foreign destinations. What will each do to meet those concerns?

Florida's inner cities also need direct federal help. The Clinton administration has worked hard to develop Enterprise Zones, including in Miami. Where do the candidates stand on the urgency of expanding such programs? These urban cores must be revived.

Also, Florida lies exposed to the economic fevers of the Caribbean and Latin America. What is the candidate's position on developing the economies of many struggling Caribbean islands (that without help might turn to drugs or illegal emigration)? How will they help regional giants like Brazil, Mexico, Argentina, Chile, Venezuela and Colombia also to prosper?

Most important, will the candidate commit to locating the seat of the hemispheric common market in Miami?

Q: WILL YOU INVEST IN ALL FLORIDIANS?

Florida is truly the nation's mirror, a place of multi-hues, many languages, many cultures and all ages. It is the state where the American dream plays out every day with people who come from everywhere seeking better lives.

Will the candidates take steps to see that opportunities are real for all? Will they work for uncrowded classrooms? For racial and ethnic inclusion? Will they disavow hateful symbols such as the Confederate battleflag, or will they pander? Finally, will they pledge a rock-solid, publicly administered Social Security and Medicare system?

Q: WHAT IS FLORIDA'S PLACE IN AN INTERNET WORLD?

Florida is uniquely positioned through its cultural and linguistic diversity to develop into an electronic hub between the northern and southern hemispheres. This is the home of Spanish-language portals. How will the candidates ensure that Latin Americans can access the portals?

A major impediment is the pricing structure of telephone usage in many developing countries, especially in this hemisphere. A president who understands this issue and pushes against trade barriers hampering telecommunications investments deserves support.

Next Sunday: The replies.

Please save our region — don't give the land to the county!

001845

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 3-5-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Converting Homestead Air Base to a commercial airport is NOT a good idea and I am against it.

Its impact on the environment, especially with two National Parks on both sides of the base will be very damaging.

Noise and air pollution, combined with increased pollution of Biscayne Bay will forever alter the fragile ecosystem of Biscayne Bay and the Everglades.

There are better uses for the Air Base and those alternatives, like housing, offices, etc should be pursued.

It does not make sense to put an airport between two national parks!!

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: VICTOR C. BALESTRA
ADDRESS/DIRECCIÓN: 917 PARADISO AVE.
CITY/CIUDAD: CORAL GABLES - FL.
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33146.

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

001846

March 2, 2000

President William J. Clinton
White House
1600 Pennsylvania Ave.
Washington, D C 20500

Dear President Clinton; Re: Homestead AFB

If a commercial airport is built at HAFB, it will destroy the tranquility of Deep South Dade County. The main problem that South Dade has not developed since Andrew is because we have been inundated with government subsidized housing and other government subsidies. Naturally, the demographics changed. If this had not happened, and recreational facilities had been developed, roads repaired, and a better transportation system installed, such as extending the Metro-rail from Miami to Florida City, South Dade would have become attractive to tourists, retirees, and permanent residents.

Having lived in Homestead since 1957 and having raised my family here, I hope to retire here. I sincerely hope that, with your help, our community can become, again, a pleasant place to live and visit for those that enjoy a quieter way of life.

Very truly yours,
Lois E. Ventimiglia
Lois E. Ventimiglia
1669 Greer Ave.
Homestead, FL. 33035

cc: US Air Force

001847

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 5 March 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

WE OBJECT AS STRONGLY AS POSSIBLE TO THE BUILDING OF A COMMERCIAL AIRPORT OF ANY KIND ON THE SITE OF THE FORMER HOMESEAD AIR FORCE BASE. WITH OUR EXTENDED FAMILIES, WE SPEND A GREAT DEAL OF TIME IN EVERGLADES NATIONAL PARK AND WE KAYAK AROUND BISCAYNE NAT'L PARK IN THE MANGROVES AND ALONG THE BEACHES, AND ADMIRE THE VIEWS ON NORTH KEY LARGO. AN AIRPORT WOULD RUIN THIS FOR US, BUT MORE IMPORTANTLY, AN AIRPORT WOULD CONTRIBUTE TO THE RUIN OF THE MANY FRAGILE ENVIRONMENTS OF SOUTH DADE AND NORTH MONROE. IT SEEMS INSANITY TO BUILD AN AIRPORT THERE GIVEN THE GREAT AMOUNTS OF TIME, MONEY AND EFFORT HAVE BEEN SPENT, AND WILL BE SPENT, TO RESTORE AND PRESERVE THE MANY UNIQUE HABITATS.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: DOUGLAS G SCOFIELD & ELSA M. ALVEAR
ADDRESS/DIRECCIÓN: 1402 SOUTHEAST FIRST ST.
CITY/CIUDAD: POMPANO BEACH
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FLORIDA 33060

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1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

001848

Beth Werner
1325 Bella Vista Ave.
Coral Gables, Fl 33156
March 4, 2000

Dear Sir or Madam,

If you have driven around South Florida lately, you will experience terrible traffic jams, miles or strip malls, endless apartment and town home developments and dozens of angry drivers.

Since I moved here almost thirty years ago, every open field, strawberry and tomato patch has been replaced with houses, apartments or strip malls. There is no open space, nor quiet areas left, except for the public and national parks.

Putting a major airport at the former Homestead Airforce Base is a terrible idea. The Collier Company's development ideas don't inspire great confidence either. Surely there must be another solution to the economic development of Homestead? Have all possiblities really been explored?

Homestead's close proximity to Biscayne National Park and the Florida Everglades make it a bad choice for any airport. Can you can understand why people like me delight in visiting the camping sites at Long Pine Key and Chekika Park? They are a refuge from the noisy, crowded conditions found everywhere else in Miami-Dade County which are not protected by state or national park status.

Where else can you observe great blue herons, flocks of ibis, white herons, red shouldered hawks, Everglades kites in their natural habitats? Have you ever stood on the observation tower of Shark Valley and listened to the sounds of the Everglades on a sunny morning or afternoon? Don't you want your children and grandchildren to have these experiences also?

There is a reason why airports are not developed next to national park areas. How long will the wildlife remain after the regular arrival and departure of commercial airliners begin? Do you know what the pesticides and fertilizers from golf courses do to the surrounding water? Does anyone use common sense anymore?

Let's all join together and fight money-motivated developers on all sides of this issue and try to arrive at a solution that will provide jobs for the people of Homestead without ruining everything else around it. Wouldn't it be amazing if Miami-Dade County placed environmental issues above the interests of big money and the developers?

Please, give this issue more time and consideration before you begin something which might alter our native wildlife and unique environment forever.

Yours truly,
Beth Werner

001849

Mark Dilday
23831 Via Astorga
Mission Viejo, CA 92691

February 29, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore St, Suite 2300
Arlington, VA 22209-2802

RE: Proposed development of the international airport at the former site of Homestead Air Reserve Base

To whom it may concern,

I am writing to you to express my disapproval of the current plans to establish an international airport at the former site of Homestead Air Reserve Base. Developing such a facility in this location will undoubtedly cause serious harm to the adjacent Everglades and Biscayne national parks, as research conducted by the Air Force itself has proven. These parks contribute to our national heritage and are among America's most prized ecological assets. According to research, the proposed airport would emit seven tons of pollutants into the atmosphere each day. This, along with the noise and traffic associated with a flight every minute, would severely affect the fragile ecosystems which border the complex. At a time when the Everglades (and many other natural areas) are rapidly shrinking, this plan could very easily produce drastic and irreversible damage.

I urge you to agree with Interior secretary Bruce Babbitt and EPA administrator Carol Browner, who denounce this airport proposal in favor of more environmentally responsible alternatives. Thank you for your time and consideration.

Sincerely,
Mark Dilday
Mark Dilday

001850

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: MARCH 7, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

THE PROPOSED AIRPORT AT HOMESTEAD IS SO ABSURD IT IS NOT WORTH ANY CONSIDERATION.
TOURISTS FROM THE U.S.A., CANADA, EUROPE, & ELSEWHERE COME TO EXPERIENCE THE EVERGLADES, NOT THE ROAR OF PLANES OVERHEAD. SOUTH FLORIDA IS ALREADY STRESSFUL AREA. OCCASIONAL RETREATS TO THE EVERGLADES HELP TO ALLEVIATE THIS STRESS. AS A LICENSED MASSAGE THERAPIST I COULD GLADLY WELCOME THE INCREASED BUSINESS FROM THIS AIRPORT. AS A RATIONAL HUMAN BEING I DO NOT WANT TO SEE A QUIET RETREAT DESTROYED FOR NO VALID REASON. PLEASE CONSULT THE JAN-FEB 2000 NATIONAL AUDUBON MAGAZINE ARTICLE "DESPERATELY SEEKING SILENCE"
DO NOT SET A PRECEDENT BY BUILDING A MAJOR AIRPORT NEXT TO A NATIONAL PARK (2 PARKS IN THIS CASE). TO DO SO DEFIES LOGIC.
THE EVERGLADES IS A UNIQUE ECOSYSTEM ON THIS PLANET, AND IT IS DYING. ~~[illegible]~~ ENORMOUS AMOUNTS OF MONEY ARE BEING SPENT TO SAVE AND RESTORE THE EVERGLADES. SOUTH FLORIDA IS DEPENDENT ON THE EVERGLADES.
DO NOT CONTRIBUTE TO THE DESTRUCTION OF THE EVERGLADES BY ALLOWING THIS ATROCITY PLAN TO CONTINUE

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: ROBERT W. DEYOUNG
ADDRESS/DIRECCIÓN: 5131 W. OAKLAND PARK BLVD #103
CITY/CIUDAD: LAUDERDALE LAKES, FL
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FLORIDA 33313

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AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX. 703-696-8828

001853

Darren Pace
627 Hinton Ave
Charlottesville, VA 22902

2-26-00

Dear Sir or Madam:

I would like to submit my comments for the public comment period on Homestead Base in Florida.

I adamantly oppose turning the Homestead into a commercial, international airport. Any future plans for the base must be compatible with restoring natural ecosystems in South Florida. This base is very close to Biscayne National Park, the Everglades, and Florida Key Marine Sanctuary.

The airport and its tremendous industrial/suburban sprawl that will follow will emit tons of toxic pollutants into the air, and lead, heavy metals and other pollutants into the neighboring wildlands. This pollution, sprawl and noise would devastate wildlife and water.

We are currently spending millions to restore South Florida ecosystems and this one project could negate years of effort and be the final nail in the coffin for South Florida. Please support a more environmentally-friendly option.

Thank you,
Darren Pace

001854

February 28, 2000
337 Thompson Street
Strasburg, Virginia 22657

Homestead SEIS,
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, Va 22209-2802

To the addressee:

Please be informed that I oppose the proposed commercial airport at the site of the Homestead Air Force Base which was destroyed by Hurricane Andrew.

Biscayne National Park, Everglades National Park and Florida Keys National Marine Sanctuary are extremely close to the site and a major international airport would have devastating environmental impacts. There would be a tremendouse increase in air pollution, and pollution to the Biscayne Bay. Also, groumwater flow would be considerably decreased.

There would be airplane noise and sprawl development of all kinds and a significant loss of open space.

The SEIS seems to be inadequate as far as noise pollution and sprawl are concerned. There seems to be some question about sormwater management.

Whatever is done as far as develoment of this former airbase should have as its goal the restoring of the South Florida ecosystem and should be integrated with the proposed Everglades restoration plans. The ideal thing would be for this site to be restored as a wildlife sanctuary.

Very truly yours,

Sarah P. Faulconer

Sarah P. Faulconer

001855

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Publicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: FEB. 17, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

HAVING HEARD COMMISSIONER KATIE SORENSON ET AL DISCUSSING WHAT TO DO WITH HOMESTEAD AIR FORCE BASE WHICH WAS DEVASTATED IN 1992 BY HURRICANE "ANDREW" I CANNOT IMAGINE WHAT GOOD COULD RESULT FOR THIS COMMUNITY IF ANY SEMBLANCE WITH ANOTHER AIR FACILITY WERE TO BE DEVELOPED AIR TRAFFIC OVER MY VERY HOME WOULD BE TERRIBLY REPRESSIVE, THEN THERE WOULD B VEHICULAR TRAFFIC WITH DAMAGE TO THE ENVIRONMENT PLUS AIR POLLUTION. CHILDREN REQUIRE SPACE TO PLAY. THERE IS MUCH WATER ALMOST AT HAND THERE IS TALK ABOUT A GOLF COURSE ON THIS PROPERTY. CONSIDERING THE NEEDS OF THIS PROPERTY, A GOLF COURSE FOR PUBLIC USE WOULD BE IDEAL GOLF COURSES ARE SCARCE IN SOUTH DADE COUNTY. CERTAINLY THE BEAUTIFUL SOUTH DADE WEATHER WOULD MAKE THIS LAND EVEN MORE ATTRACTIVE TO TOURISTS. I HAVE RESIDED IN THIS ARE FOR MORE THAN FORTY YEARS GOLF IS HIGHLY POPULAR THE GAME ATTRACTS GOOD PEOPLE A LOVELY GREEN GOLF COURSE CLOSE BY WOULD BEAUTIFY THIS HOMESTEAD - PERRINE AREA IMMENSELY

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MAS ESPACIO****

NAME/NOMBRE: WILLIAM B TOWNSHEND
ADDRESS/DIRECCION: 205 EAST RIDGE VILLAGE DRIVE
CITY/CIUDAD: MIAMI, FLORIDA 33157
STATE, ZIP CODE/ESTADO ZONA POSTAL:

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Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX 703-696 8828

001856

9423 Fontanebleau Blvd.
Bld 37, Unit 104
Miami, Fl 33172
February 29, 2000

Homestead Seis
AFBCA/EX
1700 North Moore St
Arlington, VA 22209-2802

To Whom It May Concern:

I have done nature photography in Everglades National Park for 30 years. In that time, I have come to appreciate the balance and complex relationships in nature. There is no other place like the Everglades in the world. It is truly unique and needs protection from noise and pollutants from aircraft flying low over the park.

I have been an aircraft dispatcher for over 13 years and know first hand how aircraft affect air quality and how ground water is polluted by storage of fuel under ground. This special habitat in our national park has been under attack for nearly 100 years since the city of Miami was founded. The Everglades needs your help and protection. Thank you for your concern.

Sincerely,
David McCafferty
David McCafferty

001857

Nancy B. Lewis
201 Anglers Dr. S.
Marathon, FL 33050

US Air Force
Homestead SEIS

Sirs:
Please do NOT consider any further allowing a commercial airport in Homestead.

Not only is it too near our precious Everglades, it will also bring more people into an area that cannot sustain more, ie. south Florida and the Keys.

Sincerely,
Nancy Lewis

2/21/00

Antonio C. Marks
Constance R. Marks

406 Carysfort Road
Key Largo, FL 33037

001858

Homestead SEIS
AFBCA/EX
1700 North Moore St
Arlington, Va 22209

Dear SEIS Contact,
We are homeowners on the northern end of Key Largo in the Florida Keys. We are gravely concerned about the environmental destruction that will most surely be caused by the Air Force's proposed transfer of the Homestead Air Base to Miami-Dade County for development of a large commercial airport. We believe that if this comes about, it will cause unacceptable amounts of noise and air pollution to this area.
There are alternate proposals for the development of the Homestead base that would be far more compatible with the adjacent national parks and still provide an economic boost to the local area as well as an increase in the number of jobs.
Please consider the alternate plans so that we may preserve the fragile and

Antonio C. Marks
Constance R. Marks

406 Carysfort Road
Key Largo, FL 33037

unique environmental treasure of the Biscayne and Everglades National Parks and of the Keys.
We thank you in advance for your time and consideration.
Sincerely
Antonio C. Marks
Constance R. Marks

HILARY FOSTER
616 South Orange Avenue
Maplewood, NJ 07040

001859

February 28, 2000

Dear Sir/ Madame,

I am writing to you concerning the proposed use of the old Homestead Air Force Base as a commercial airport. While I certainly can understand that this plan has advantages, in my opinion the disadvantages far outweigh the benefits of this proposal. Sometimes, progress is not worth the sacrifices necessary to achieve it. This proposal for a commercial airport in Homestead will have negative effects on the environment for generations. How sad if the children of my nieces and nephews (and your children's children) don't get the opportunity to experience the Keys as they are today

This plan will bring excess noise, air and water pollution to Monroe County. The fragile eco-system of the entire area will be compromised. Our wonderful Everglades that people come from around the world to see will be threatened.

I hope you will take this letter and the thousands of others that you receive seriously. We need to value our National Parks and the land that we live on. After all, aren't we just temporary landlords of this precious space on Earth? We need to be conscious of our responsibility not only to today's tenants, but also to those of the future.

Kind Regards,
Hilary Foster

001860

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/28/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

My name is Joe Radice I am ten years old. I am a student of Trading Bears Elementary. I live on a fish farm. Recently I went to Everglades for a class trip. I am going to the Everglades National Park at Shark Valley. If an airport is built there, wildlife would be better places went away and destroyed all the [illegible] or [illegible] portion [illegible] places [illegible] [illegible] If I go outside, I [illegible] and [illegible] Not full of [illegible] stupid place [illegible] [illegible] to grow up seeing that a [illegible] [illegible] [illegible] airport.

****** CONTINUE ON BACK FOR MORE SPACE ******
******CONTINUE AL DORSO PARA MÁS ESPACIO******

NAME/NOMBRE: Joseph Radice
ADDRESS/DIRECCIÓN: 16375 SW 256 ST.
CITY/CIUDAD: Homestead
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Florida 33031

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AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

Joseph Radice
16375 SW 256 Street
Homestead, FL 33031

The Everglades is so special because its a habitat for Roseate Spoonbills, alligators, the Great Egret and Great Blue Heron, other kinds of wading birds, and turtles.

In the Everglades, the alligator is king. If there are no places to find water, the alligator will dig for water. The other animals drink from the alligator made water hole. Although, alligators only have one predator and that is humans. Since nobody is aloud to hunt them anymore, alligators can live peacefully.

The Everglades is in our own backyards, and some of us don't realize it is the only one in the whole world. If we destroy it, it won't only affect us, but the world, also. The Everglades is unique. The eco-system that makes up the Everglades is different from any other eco-system on the planet Earth. This delicate balance of plant life and fauna combined with the astonishing river of grass system, is what makes the Everglades so very special. Everglades National Park is the 3rd largest park in the lower 48 states.

Try to conserve water, and you can help save our one and only Everglades a little bit!

001861

Ms. & Mrs. Frank Blanco
11340 N.W. 23rd St.
Pembroke Pnes FL 33026

Dear U.S. Air Force:

I urge you to please oppose the development of an airport at the Homestead Air Base. Biscayne National Park + the Everglades are irreplaceable. It's hard enough to ensure their health + well being without the added harm caused by a commercial airport. Please help protect them for future generations by voting against the airport.

Thank you;
Suzanne Blanco

001862

February 27, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street, Suite 2300
Arlington, VA 22209-2802

To Whom It May Concern

I am very upset to learn that the new airport is considering to be built in the Biscayne Bay area. I completely object to the SEIS international airport proposal, and I hope that alternative proposals can be made to avoid endangering our already precious and few natural reserves

As we should already know by now, any type of industrial activities especially airports EMITS AIR POLLUTANTS AND NOISE THAT DISTURBS ADJACENT ECOSYSTEMS (for instance, Tinicum Wildlife Reserve in Philadelphia, PA). We have seen in the past what has happened to our areas, but the public is too blinded by money that they do not want to consider ecological effects. How can you justify that pollutants like lead particulates will not enter the Biscayne Bay ecosystem, and that the pollutant will not harm the life that lives there How can you justify that minimum levels will still not affect the life that exists in the area.

We need to protect what remaining land there is for natural ecosystems. Any more industrial sprawl on these precious areas is going to eliminate them from our earth We need to respect the land we live on, otherwise we are going to destroy it and ourselves

It is your duty to our future and natural life to reconsider your proposal, and start implementing ecological effects into your business plans. I hope you will find it in your heart and your common sense to do something

Sincerely,
Jaclyn Dispensa
Jaclyn Dispensa

NO AIRPORT !

001863

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2-28-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I STRONGLY OPPOSE The development of a commercial airport at the Homestead Air Force base. Although "research" has shown that there will be no environmental impact it is ludicrous to believe this. We are in a very sensitive location, and I believe that the negative environmental and noise impact is unacceptable.

Please consider instead a less-environmentally damaging project, which will still provide jobs, such as a mixed commercial & residential development.

One flight every minute, noise level increase of 30%, seven TONS of toxic chemicals being emitted into the air lead & other toxic chemicals washing into our water and URBAN sprawl are all reasons why WE DO NOT NEED, NOR DO WE WANT, A COMMERCIAL AIRPORT — NO MORE MAJOR DEVELOPMENT!
DON'T USE MY TAXES FOR SOMETHING I DON'T WANT OR NEED!

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MAS ESPACIO****

NAME/NOMBRE: BRENDA BUSH
ADDRESS/DIRECCION: 126 N COCO PALM BLVD
CITY/CIUDAD: Village Isle, FLA 33
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FLA 33070

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Arlington, VA 22209-2802
FAX: 703-696-8828

001864

David and Mary Rudisch
14500 SW 111 St.
Miami, FL 33186

Homestead SEIS
AFBCA/EX
1700 North Moore St., Suite 2300
Arlington, VA 22209-2802

Dear Air Force,

I am writing this letter to ask for your support on OPPOSING THE PROPOSED COMMERCIAL AIRPORT at the former Homestead Air Force Base in Florida.

When you think Florida you think FISHING, WATER SPORTS and SUNSHINE. These are Florida's treasures which residents and tourist from all over the US and the world enjoy. The proposed commercial airport (with a projected flight leaving almost every two minutes) will devastate the two nearby national parks. The airport and the land development necessary to support the airport will finish off Biscayne Bay National Park and Everglades National Park. If the airport goes through, I predict signs will be posted that would read - NO FISHING (there aren't many left and the ones that are here are contaminated with lead). NO WATER SPORTS (water not safe for human contact). NO SUNSHINE (what little you can actually see through the smog). HELP US STOP THIS FROM HAPPENING. Redevelopment of the former HAFB must be compatible with current Everglades restoration plans. There are other options. With these alternative plans Homestead can prosper and when you think FLORIDA you will still be able to think about abundant FISHING, clean water for WATER SPORTS and SUNSHINE filled clean air.

Sincerely,
David Rudisch
Mary Rudisch
David and Mary Rudisch

001865

February 27, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street, Suite 2300
Arlington, VA 22209-2802

To Whom It May Concern:

I am very upset to learn that the new airport is considering to be built in the Biscayne Bay area. I completely object to the SEIS international airport proposal, and I hope that alternative proposals can be made to avoid endangering our already precious and few natural reserves

As we should already know by now, any type of industrial activities especially airports EMITS AIR POLLUTANTS AND NOISE THAT DISTURBS ADJACENT ECOSYSTEMS (for instance, Tinicum Wildlife Reserve in Philadelphia, PA) We have seen in the past what has happened to our areas, but the public is too blinded by money that they do not want to consider ecological effects How can you justify that pollutants like lead particulates will not enter the Biscayne Bay ecosystem, and that the pollutant will not harm the life that lives there. How can you justify that minimum levels will still not affect the life that exists in the area.

We need to protect what remaining land there is for natural ecosystems. Any more industrial sprawl on these precious areas is going to eliminate them from our earth We need to respect the land we live on, otherwise we are going to destroy it and ourselves.

It is your duty to our future and natural life to reconsider your proposal, and start implementing ecological effects into your business plans I hope you will find it in your heart and your common sense to do something.

Sincerely,

William Rhoads, Jr.

001867

February 26, 2000

Dear Public Servants,

I am writing in regards to the plan for a large international airport being considered for the now closed Homestead Airforce Base. I am against this environmentally disruptive use so close to a National Park and important wildlife refuge. It seems counterproductive to be spending millions restoring the Everglades on the one hand, and then approving a use such as this on the other.

A large international airport would create tons of toxic pollutants, which would affect air quality and water quality as they ran off runways and parking areas. The noise and sprawl created by this project would have further deleterious effects on adjacent lands and wildlife.

Population continues to increase but open and protected land is not. Please choose an alternative use that will best protect what we have left.

Thank you for your consideration.

Sincerely,

Claire S. Perricelli

001868

Lisa Olinger
1175 Shady Hill Dr
Columbus, Ohio 43221

February 25, 2000

Homestead SEIS
AFBCA/EX
1700 North, Moore Street, Suite 2300
Arlington, VA 22209-2802

RE OPPOSING THE PROPOSED COMMERCIAL AIRPORT

To Whom It May Concern:

I strongly oppose the proposed commercial airport. I live near an international, commercial airport and know the devastation it can cause to the peace and natural surroundings. I also have vacationed in the areas surrounding the proposed site and would hate to see it succumb to the same problems and devastation such a development would cause With one major international airport in your state, Miami, and the several smaller ones also, I do not think this proposed commercial site is that vital

Other reasons for my opposition are as follows

1) Development would emit seven tons of toxic pollutants into the air every day Lead, heavy metals, and other hazardous chemicals would wash into Biscayne Bay
2) Airplane noise and industrial sprawl would have devastating effects on adjacent park lands and wildlife.
3) Any redevelopment of the former Homestead airbase must be fully compatible with protecting and restoring the ecological functions of the South Florida ecosystem, particularly any remaining open space and already protected national parks and marine sanctuaries
4) The mixed-use alternative is the most preferable option in the SEIS, and is more acceptable than the commercial airport, as it would be some combination of commercial, residential and "other" uses

Thank you for your time and consideration

Sincerely,

Lisa Olinger

001869

1222 Petronia Street
Key West, FL 33040
February 26, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street, Suite 2300
Arlington, VA 22209-2802

I wish to go on record opposing development of the former Homestead AFB. I live in the Florida Keys and have firsthand experience with the effects of sprawl in the greater Miami area on the environment and the quality of life in South Florida in general. The carrying capacity of the Florida Keys and, by common sense association, the adjacent Everglades and other sensitive and fragile ecosystems, is not well understood. The Corps of Engineers is currently studying the carrying capacity of the Keys. The Corps is also studying how to undo the damage done to the Everglades by the many projects which were aimed at fostering agricultural and commercial development in the area but which, in reality, did more harm than good. The exisiting natural areas in the vicinity of Homestead can only remain viable if low density land use is maintained.

Placing a growth center, which experience tells us will result from any development of the Homestead site, squarely in the middle of these sensitive areas is simply a bad idea. Although the short term gains for the development community are politically attractive, the long term effects in South Florida will surely be negative. The strip development along US 1 in the Keys is already recognized in almost all travel publications as a flaming contradiction in an area advertising itself as a tropical paradise. Developing Homestead will make the Keys less attractive in the long term and may damage the tourism industry which is already under pressure to restrain its exuberance.

I recognize the forces at work here. There is money to be made in developing Homestead. Only an extremely naive or uninformed person sees it otherwise. The government has the responsibility of placing these short term appetites in perspective. To borrow from the writer Edward Abbey, "Growth for growth's sake is the ideolgy of the cancer cell". Sorry for the histronics but I feel strongly about this.

James H. Robinson, Jr

M. S. FORELLI
42 Card Sound Road
Key Largo, Florida 33037
305- 367-3318

001873

February 24, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

Re: SEIS Report/ Homestead AFB

Dear Sir/Madam:

I have been a resident of Key Largo for 14 years.

I located for the quality of life provided by the environment, people, and the peace and quiet.

The spectrum of a commercial airport at the old Homestead AFB is appalling. The noise, pollution & fuel fallout on the parks and the bay environs would be devastating.

It's bad enough that the current Everglades runoff has poisoned Florida Bay. To add the pollution associated with an active airport is unacceptable.

Please let's all wake up before it's too late.

Thanks very much.

Matthew S. Forelli

M S F

001874

103650 OVERSEAS HWY,
LOT 29
KEY LARGO, FL
33037

U.S. AIRFORCE,
ARLINGTON, VA.

Feb. 24th 2000

Dear Sirs,

Please reconsider allowing the U.S. Air Base at Homestead to become an extension of Miami Airport.

I have lived in the Florida Keys for twenty five years, and have seen the deterioration and deservation of the environment of this once beautiful paradise.

We feel that there are alternatives for the Homestead economy, without endangering the people, fish and birds (not to mention Turkey Point Nuclear Plant), and the surrounding National Parks and their inhabitants.

Please listen to us,

Thank you,

Aileen Bernetty
(AILEEN BERNETTY)

Judith H. Hayes
10243 SW 120th Street
Miami, Florida 33176

001876

February 24, 2000

U.S. Air Force
Homestead SEIS
AFBCA/EX
Suite 2300
1700 North Moore Street
Arlington VA 22209-2802

Re: **NO** busy commercial airport at former Homestead Air Force Base

Dear Ladies and Gentlemen,

The proposal for development of the former Homestead Air Force Base in Florida as a commercial airport, within just a few miles of both Biscayne National Park and the Everglades National Park, must not be approved.

No matter how many controls might be attempted to be placed on such an operation, the proposed airport would be extremely busy and extremely noisy with constant air traffic, drastically busier and drastically noisier than the Air Force Base itself ever was.

Such an airport would, among other things:

* destroy Biscayne National Park and the Everglades National Park, just when other efforts are underway to restore the Everglades;
* make both parks too noisy for their wildlife;
* make both parks too noisy for people to enjoy visiting them and contemplating their natural state;
* seriously endanger wildlife and both parks' very existence by pollution such as fuel drops and spills, hazardous runoff, and emissions;
* significantly increase the chance of a plane crashing into the nearby Turkey Point nuclear reactor

Commercial airports and national parks are not compatible. Planes and birds are not compatible -- they are hazardous to each other. Fuel and wildlife are not compatible. Fuel and water don't mix.

If creation of jobs is the issue, many other uses of the location, all more viable and less destructive, can create as many, if not more, jobs than this ill-conceived, senseless commercial airport proposal.

Sincerely,

JUDITH H. HAYES

2-24-00 001877
"SUNSHINE STATE"

REFERENCE: "HOMESTEAD AIRPORT CONTROVERSY."

AS A ORGANIC FARMER AND NATUROPATHIC DOCTOR I AM VIGOROUSLY OPPOSED TO PROPOSED COMMERCIAL AIRPORT BECAUSE OF POLLUTION TO THE AIR, WATER, AND LAND PLUS ANIMAL AND HUMAN LIFE, PLUS DAMAGE TO THE ENTIRE ECO-SYSTEM PLUS OUR FOOD SUPPLY, AND OUR AREA GROWS AN ABUNDANCE OF FOOD THAT WILL INADVERDENTLY BECOME CONTAMINATED FROM THE EXHAUTS OF THE PLANES PLUS, UNFORTUNERTELY EVERY NOW AND THEN THEY CRASH CAUSING DEATH, INJURY, AND DESPICABLE IRREPERABLE DAMAGE TO OUR WATER SUPPLY. THAT FARMERS USE IN LARGE AMOUNTS ON OUR FOOD SUPPLY, THEL IS DEFINITELY DETRIMENTAL TO OUR HEALTH!!

THERE IS A INCONTROVERTABLE WISE SAYING, YOU "DON'T SACRIFICE YOUR HEALTH FOR FINANCIAL GAIN." THERE ARE MUCH BETTER OPTIONS TO IMPROVE THE ECONOMY SUCH AS CONSTRUCTING HOUSES, SMALL BUSINESS'S ETC. SUCH AS SCHOOLS, PARKS, CHURCHES. AIR AND WATER POLLUTION IS KNOWN TO TRAVE HUNDREDS AND EVEN THOUSANDS OF MILES BY WIND RAIN, CANALS, RIVERS. LETS NOT OVER LOOK THE NOISE POLLUTION. THE PEOPLE HAVE A CONSTITIONAL RIGHT OF QUIET PEACEFUL ENJOYMENT, THATS WHY WE CHOSE THE COUNTRY LIFE, SO LETS NOT PROMOTE THINGS WHICH ARE UN-FRIENDLY TO OUR ENVIRONMENT!!

Yours Truly, Louis London
27300 S.W. 227TH AVE.
HOMESTEAD, FL. 33031

001881

Mar 5 - 2000

Dear Homestead SEIS

Please! No destruction of the Biscayne and Everglades National Parks. Do not allow a commercial airport at the Homestead Air Force Base in Fl/A.

Sincerely,
Joan Replogle

1312 East Ridge Village Dr
Miami Fl/A 33157

001884

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/21/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

There should not be an airport at Homestead because it will have detrimental effects on the long term health of the Everglades. As a person is annoyed by noise every few minutes, how much more so the animals disturbed by airplane noise. Locating an airport would change the lives of Everglades animals forever, and for the worse. There are plenty of places for an airport but so close to the Everglades should not even be considered an option. Building an airport would also destroy more of the natural resources that environmental groups are trying to conserve for the health and well being of humans. Saying yes to Homestead Airport is saying yes to destruction, to disruption of the lives of animals in the Everglades, to the disappearance of animals whose habitats were unknowingly disturbed, and yes to the development that would have occurred without the airport. So say NO to Homestead Airport.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Candis Robinson
ADDRESS/DIRECCION: 1239 Dickinson Drive, Stamford WT 910
CITY/CIUDAD: Coral Gables, FL 33146
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Florida 33146

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

Se publicarán sus comentarios en el SEIS FINAL. Favor de no incluir su dirección personal si no desea que esta aparezca en el SEIS FINAL. El hecho de proporcionar esta información es considerado como su consentimiento para publicarla

Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX. 703-696-8828

001885

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: Feb 29 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Dear Sirs,
Hurricane Andrew struck a big enough blow to this once beautiful area, please dont finish it off.
Thank you

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Daniel Murray
ADDRESS/DIRECCION: 16831 Third St
CITY/CIUDAD: N. Ft. Myers
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Fl. 33917

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1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX. 703-696-8828

Center for Marine Conservation
PROTECT OCEAN LIFE
Mrs. Diane S. Turton
20500 Cor Rd. Unit 308
Lake, FL 33549-8375

001886

2-28-00

Dear U.S. Air Force:

You've done some good in this world — but you owe us, the citizens of the U.S. WE still remember the burning of whole Viet-Cong towns — old men, women, + children — I remember the bombing of our own men in W.W. II — D-day and the killing — Dresden — again women + children.

Save the Florida Everglades — there is only one — don't ruin it. You can't bring it back. If you destroy it — it's gone forever.

Sincerely,
Diane S. Turton
age 71

001887

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 3-1-2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

The commercial airport would be an ecological travesty. Please do not permit this to happen. There are many other land uses which would not destroy the environment & threaten the Everglades.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: K. Brinkman

ADDRESS/DIRECCION:

CITY/CIUDAD: Miami

STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL

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Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

001888

03-01-00
19900 SW 112 Avenue
Miami FL 33157

To Whom It May Concern,

In addition to sending a signed postcard provided to me by the Natural Resources Defense Council, I feel compelled to write this letter to voice my concern over the proposed development of an international commercial airport at the former HAFB.

I have lived in the South Dade area for over 30 years and I just witnessed as it watched the slow deterioration of the quality of life in the name of progress. A commercial airport would be the proverbial "nail in the coffin".

(2)

The Homestead area has always been an agricultural community nestled between two great national parks. It should remain as much as possible. It will not be a place where there is one thing but the size and scope of this commercial airport is another.

Nature in her infinite wisdom has already fouled the Everglades to the extent that it may even necessitate the name of progress should we destroy what is left.

The proponents of this atrocity, who are only dollar signs, would have us believe that the pollution and noise would not adversely affect the very nature of the parks that is such an asset to our intelligence. It

(3)

does not take a genius to believe that the projected number of flights would greatly increase pollution & noise.

The airport will not only affect the parks but the surrounding communities as well. If we must have absolutely progress let it be in the form of a low impact recreational, residential, commercial development that would be in harmony with the remaining beauty that South Florida is blessed with.

Sincerely,

Nora Carol Colon

001889

6057 Ann Arbor Ave NE
Seattle, WA 98115
February 28, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street, Suite 2300
Arlington, VA 22209-2802

To Whom It May Concern

Please enter my comments for your consideration

The airport and associated development would emit seven tons of toxic pollutants into the air every day Lead, heavy metals, and other hazardous chemicals would wash into Biscayne Bay

Airplane noise and industrial sprawl would have devastating effects on adjacent park lands and wildlife

Any redevelopment of the former Homestead airbase must be fully compatible with protecting and restoring the ecological functions of the South Florida ecosystem, particularly any remaining open space and already protected national parks and marine sanctuaries

The mixed-use alternative is the most preferable option in the SEIS, and is more acceptable than the commercial airport, as it would be some combination of commercial, residential and "other" uses

Sincerely,

Bonnie Miller

Bonnie Miller

March 1, 2000

001890

Homestead SEIS;
AFBCA/EX;
1700 North Moore Street,
Suite 2300;
Arlington, VA 22209-2802

Ladies and Gentlemen:

I am writing concerning the international airport proposal SEIS to let you know that I am **OPPOSING** the proposed commercial airport. I am asking you to STOP the construction of this unnecessary airport!

I am well aware that when Hurricane Andrew hit South Florida, it completely wiped out Homestead Air Force Base. The government decided to close the base and now developers are trying to push through a proposal to build a major international hub airport, one that would rival Miami International. Such an airport would have devastating effects on Biscayne National Park just 2 miles away, and Everglades National Park and Florida Keys National Marine Sanctuary, both just ten miles distant. If the Everglades are going to survive into the future this airport scheme MUST GO! The refusal to build the airport is an **absolute necessity** for protecting the Everglades Ecosystem of South Florida. Here is WHY the airport SHOULD NOT be built

1) The airport and associated development would emit seven tons of toxic pollutants into the air every day. Lead, heavy metals, and other hazardous chemicals would wash into Biscayne Bay.

This would pose a great hazard to human health and also to fish, other sea life, and wildlife.

2) Airplane noise and industrial sprawl would have devastating effects on adjacent park lands and wildlife. It also would destroy natural quiet which MOST PEOPLE come to national parks to enjoy. Most people come to these areas to experience the sounds of nature, NOT industrial and airplane noise!

I have always dreamed of the day when I could visit the Everglades and other national parks and marine sanctuaries in the area and see their wildlife and adjacent park lands. This **will no longer be possible** if the airport is built. If this happens it is not likely that I will ever spend my tourist dollars in Florida.

3) Any redevelopment of the former Homestead Airbase must be fully compatible with protecting and restoring the ecological functions of the South Florida ecosystem, particularly any remaining open space and already protected national parks and marine sanctuaries.

These are among some of the most beautiful national parks and marine sanctuaries in the world and many people, including me, want an opportunity to see them in an unspoiled state.

Page 2 – March 1, 2000 – Don't Build This Airport In Florida!

4) The mixed-use alternative is the most preferable option in the SEIS, and is more acceptable than the commercial airport, as the airport would be some combination of commercial, residential and "other" uses.

I want this area protected in its natural state, not commercialized, not turned into a residential area, not industrialized. All of these would happen if airport construction goes ahead. PLEASE **DON'T ALLOW THE AIRPORT TO BE BUILT!**

Sincerely,
Marilyn Dinger
164 North 650 East
Kaysville, UT 84037

Phone: (801) 544-9229

001892

830 SW 23rd Road
Miami, FL 33129
February 23, 2000

Homestead SEIS
AFBCA/EX
1700 No. Moore St., Ste. 2300
Arlington, VA 22209-2802

To Whom It May Concern:

This letter is being sent to you as words of encouragement to make the right decision when evaluating the outcome of Homestead AFB. An objective view needs to be taken, one that can see beyond the immediate monies that can be garnished by a select few.

As we know, it's the eco-system in the area that needs protecting; this includes two national parks, Everglades and Biscayne National Parks along with the bay and the area's wildlife. To directly start up commerce with a commercial airport would certainly have a negative impact. The Everglades and its surroundings is an eco-system that is unique unto itself on the whole planet. It would be a shame if we were to harm that fragile system, all in the name of greed.

We have been urged to condone the airport since it's suggested that it will allow more tourists to come in. The very things that the tourists come here for would be exactly the things which would be harmed. This appears to be a direct conflict. Certainly, the Everglades and the clear waters surrounding the area will continue to attract more and more tourists if left alone simply because of their unique qualities, especially at a time when there are more and more "concrete jungles" out there. The human being enjoys and needs to get out into nature. He at least needs that opportunity to do so. We are closing in those opportunities.

The negative impacts that a commercial airport would have are varied. Some of them include:

- Noise - we know man gets plenty tired of that, but what about the birds that mate via hearing each other sing. Does this suggest that the unusual birds of the Everglades will discontinue multiplying should aircraft decibels get out of hand?
- Pollution - an obvious concern: water run-off into Florida Bay has already created marine health challenges. Do we really want to totally kill off the only living reef in the U.S. along with its inhabitants? Oil,too, gets into the neighboring water and ground, whether its dumped by aircraft or simply is dropped from engine exhaust. Again, the marine life would be affected as well as our drinking water.
- Risk of a nuclear plant accident - at nearby Turkey Point? Could there ever be anything built that would provide a barrier should ever a plane crash occur overhead? I wonder.
- Air traffic congestion - already we have many airports in the area creating it plenty of air traffic - Miami International, Tamiami, Marathon. Congestion of air traffic can bring confusion and complications in the air. Is this necessary?

I know that farms are not always considered the most eco-friendly occupation of land; but, when I think of the farm land disappearing, I am disheartened. Alternative produce to that of U.S. is international. Certainly we're aware that the produce that comes in from foreign countries is tainted with pesticides that U S farmers are forbidden to use. What logic is that? The U S. outlaws various pesticides to be used in the U S but allows produce that's treated with these dangerous pesticides to be imported for our consumption. Maybe that alone should be an incentive to keep and nurture the farms in the Homestead area. At least that way, we of So. FL could get fresh fruit and vegetables out of our "backyard" as opposed to thousands of miles away

There are people now moving to the Homestead area to get out of Miami's concrete jungle. I have friends who moved out that way recently When asked what they thought about the airport they answered they'd have to move again should the airport get the go-ahead They had moved from downtown Miami to the "country" to get away from the noise of aircraft. Others who have moved there have done so just to find a reprieve away from a busy city. What's wrong with that objective? How about if we try keeping that area in some "country" form which would consist of farms, and families, here and there. I plead, let's not develop that air base into a commercial airport. Please, can we keep that area "country" so that there's still a place we So. Floridians can go to, an area that is so rare in today's world. And in doing so, we'll be helping to protect the Everglades with its environs as well.

Sincerely yours,

Edith Driest

cc: President Clinton, Vice President Gore, Sen.Graham, Sen. Mack

---

Gwladys E. Scott
17010 SW 77 Ave
Miami, FL 33157

001893

February 24, 2000

Homestead SEIS, AFBCA/EX
1700 N. Moore St. Suite 2300
Arlington, VA 22209-2802

Re: Homestead Air Force Base

I wish to express my opinion, as a resident of South Dade County and a former Dade County environmental regulator, that **the plan to develop the Homestead Air Force Base as a commercial airport should be stopped for the following reasons:**

1. Located in a wetlands cull de sac - two National Parks, on the East and West and a vast expanse of wetlands South to the Keys.
2. Located in mostly residential/farm land.
3. Located far away from passenger and cargo sources. Major roadways would need to be built, fuel lines and tanks installed and aircraft maintenance facilities built.
4. Pollution - air, ground, water and noise.

Please support the Collier/Hoover Redevelopment Plan for the Homestead Air Force Base.

Sincerely,

Gwladys E. Scott

Gwladys E. Scott

001894

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: Feb. 28, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I am opposed to a commercial airport at the former Homestead AFB. This property is only 2 miles from Biscayne National Park and less than 10 miles from Everglades National Park. Airplanes taking off and landing at this property would ADVERSELY affect the character of these parks - There would be fuel runoff, exhaust pollution, and NOISE pollution.

There are other options which have been presented for developing this property, which would not destroy the essential character but rather be compatible to the surrounding area and parks.

Please DO NOT PERMIT the building of a commercial airport at the former Homestead AFB

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MAS ESPACIO****

NAME/NOMBRE: Ruth Belostka
ADDRESS/DIRECCION: 917 Paradiso Ave.
CITY/CIUDAD: Coral Gables
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33146

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Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

001895

2630 Barkley Dr. E #A
West Palm Beach, FL 33415
February 25, 2000

Homestead SEIS
AFBCA/EX
1700 N. Moore St. Suite 2300
Arlington, Va. 22209-2802

Dear Air Force Base - U.S. Air Force:

I oppose the development of a commercial airport at the Homestead Air Base. Unacceptable pollution and noise in nearby Everglades and Biscayne national parks will despoil these natural entities and will harm our national initiative, paid for by the taxpayers, to restore them.

As a less harmful (environmental) alternative I support the development of mixed commercial and residential uses at the Homestead base.

The Air Force must ensure that our Federal Property must not persue to destroy our country's precious and unique natural resources.

As a resident of our precious State of Florida this is my Comment regarding the draft Supplemental Environmental Impact Statement for the redevelopment of the Homestead base.

Sincerely,
Mrs. Anne Myers-Weine
2630 Barkley Dr. E #A
West Palm Beach, Fla. 33415

001897

Dear Air Force
Yes - I too am opposed to making a Commercial airport at Homestead.
The pollution and noise in the Everglades and nat'l. parks will be terrible
I suggest a development of mixed commercial and residential uses at the Homestead base
Sincerely,
Wm Farmer
2151 16th Isle Rd
Palm Beach, FL
33480
PS Think about the future!!

SUBJECT SEIS – PROPOSED COMMERCIAL AIRPORT 2/25/00 001899

FROM: JAMES A JOHNSON
7697 PARTRIDGE HILL DR
BRIGHTON, MI 48116

TO: HOMESTEAD SEIS
AFBCA / EX
1700 NORTH MOORE STREET, SUITE 2300
ARLINGTON, VA 22209-2802

This letter is sent to voice this citizens strict OPPOSITION to the proposed commercial airport on the former site of the Homestead Air Force Base.

I feel NOT IMPLEMENTING a commercial airport is necessary for protecting the Everglades ecosystem of south Florida.

Why is a commercial airport such a bad idea?

- Biscayne Bay would undoubtedly become heavily polluted as a result of airport emmissions and pollution from the resultant airport development
- Airplane noise and development sprawl would have severe negative effects on adjacent park lands and wildlife
- Redevelopment of the former Homestead base should be fully compatible with restoring ecological functions of the south Florida ecosystem
- The mixed use alternative is the most desirable option in the SEIS, and should definitely include recreational / park / open-space among its "other" uses

Thank you for consideranon of this input. Sincerely,

James Johnson

001901

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: FEB. 26, 00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

DEAR SEIS COMMITTEE: PLEASE DO NOT CONSIDER A COMMERCIAL AIRPORT AT HAFB! I AM A FARMER IN HOMESTEAD + HAVE LIVED HERE FOR 18 YEARS. PLEASE PRESERVE THE PEACE, BEAUTY + INTEGRITY OF OUR NEIGHBORHOOD. WE NEED TO PROMOTE TOURISM + AGRICULTURE - OUR TWO MAIN INDUSTRIES. TOURISTS, VACATIONERS + LOCALS ENJOY THE PEACE + QUIET - THE RURAL ATMOSPHERE - OF GROVES, FARMLANDS + RUSTIC SIGHTS OF HOMESTEAD. AND A FEW MILES SOUTH OF US BESINS THE FLORIDA KEYS - A MAJOR ATTRACTION + TOURIST SPOT.
AN AIRPORT IS TOTALLY OUT-OF-SYNC WITH THIS AREA. HOMESTEAD WOULD LOSE ITS CHARM + COUNTRY FLAVOR WITH AIRPLANES PASSING OVER ALL DAY LONG! THIS IS NOT THE RIGHT AREA FOR A COMMERCIAL AIRPORT. PLEASE THINK OF THE PEOPLE WHO MAKE THEIR LIVES HERE - WE CHOSEN THE COUNTRY FOR THE PEACE, SOLITUDE AND BEAUTY.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MAS ESPACIO****

NAME/NOMBRE: NUDITH J. RADICE
ADDRESS/DIRECCIÓN: 16375 SW 256 STREET
CITY/CIUDAD: HOMESTEAD
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FLORIDA 33031

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Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX. 703-696-8828

Homestead SEIS
Arlington, VA
22209-2802

001903

February 27, 2000

Dear Air Force Officials:

A commercial airport close to two national parks, a national marine sanctuary, and a nuclear plant, is a very stupid idea that only makes sense to the special interests that stand to make millions in the deal, including some politicians with very special agendas. There are various environmentally friendly options for the air base that will stimulate Homestead's economy while taking advantage of the city's privileged location as the gateway to Florida's unique and endangered ecosystems.

Residents and tourists alike enjoy the splendor of the Everglades and the pristine waters of Biscayne National Park and of the Florida Keys. We abhor the nightmarish thought of the noise and the pollution caused by planes flying overhead as we try to enjoy the peace and beauty of nature at its best. Let common sense prevail, and let's preserve the sanctity of our national treasures, because, once they're gone, they are gone forever. This is a national issue, a global issue that will affect us all now, as well as our future generations in many years to come.

I am enclosing an interesting article published in today's Miami Herald about Mr. Gore's lack of commitment with respect to this issue. Mr. Hiaasen clearly expresses the sentiments of most of the Miami and Homestead population.

I thank you in advance for your kind and prompt attention.

Sincerely,

Coky Michel

Coky Michel
3125 SW 96th Avenue
Miami, FL 33165
305-552-1015

My sentiments!
Carl Hiaasen

CARL HIAASEN

Published Sunday, February 27, 2000, in the Miami Herald

CARL HIAASEN

'Green' Al's turning pale shade of yellow

A veep wimp-out on the airport flap.

Vice President Al Gore, who claims the greenest pro-environmental credentials of all the presidential candidates, is showing a flash of yellow.

A pro-Gore rally here in South Florida was suddenly canceled last week by Carol Browner, head of the Environmental Protection Agency. Local conservation groups planned to use the occasion to tweak Gore into taking a position on the huge commercial jetport that's been proposed for South Dade.

Browner, who opposes the jetport, said a scheduling conflict -- not the planned demonstration -- caused her to cancel the Hollywood campaign rally. Maybe that's true. Or maybe Gore's handlers merely wanted to avoid a scene. With the Florida primary looming, it would look bad for the vice president to be picketed by the Audubon Society.

Gore's opponent, Bill Bradley, recently said he would not support development of a commercial airport at the old Homestead Air Force Base because of its sensitive location, between Biscayne National Park and Everglades National Park.

By contrast, ``Green Al'' Gore had this to say: ``I would urge the continued discussion of how a balanced solution can be found that can help the community without hurting the environment."

Mush. You like the Homestead airport concept, or you don't. There are votes to be gained from either position. All that remains is for Gore to choose one.

Why won't he? Because it's easier not to.

From its shady beginnings, the airport has been a pet project of prominent Democrats, among them Miami-Dade Mayor Alex Penelas and Sen. Bob Graham. The fact that another jetport wasn't needed didn't stop the County Commission from handing a no-bid lease to a bunch of politically connected home builders with deep campaign pockets but not a clue how to make an airport.

Penelas's vote was central to the Homestead air base giveaway, and he continues to be one of the project's most visible boosters. He is also a key supporter and fund raiser for Al Gore's campaign. Get the picture? For Gore to speak out against the jetport would be like kicking Penelas in the shins, and Gore needs Penelas too much to do that. But Gore also needs the ``enviro" vote, so he likewise can't afford to support the jetport.

Therefore, braced with South Florida's most controversial environmental issue, the environmental vice president has elected to wimp out and keep quiet. Too bad, because lots of voters are curious to know where he stands.

Those who favor the jetport say it's necessary to revitalize the economy of hurricane-ravaged South Dade. But how many times have we heard this line? Wasn't the motor speedway supposed to revitalize South Dade?

Hurricane Andrew struck almost eight years ago, yet it remains a shopworn excuse for any half-baked scheme that wildly promises jobs while enriching a few plugged-in entrepreneurs. Homestead is in deep trouble if it's banking on HABDI, the group that received the controversial air-base lease. Not only the EPA but Interior Secretary Bruce Babbitt has come out against the jetport.

So have several communities in the nearby Upper Keys, where there's widespread concern over the air pollution and noise that accompany hundreds of daily takeoffs and landings.

Picture even a down-scaled version of Miami International Airport on the shore of south Biscayne Bay and the rim of the Everglades, and you can understand why folks are so worried.

LOW-IMPACT USE NEEDED

It's also easy to understand the frustrations in Homestead, which was smacked hard by the Air Force pullout. The challenge is to figure out a profitable, low-impact use for the base that won't threaten the fragile parks, or scare off the thousands of tourists who flock there. Collier family interests have proposed a resort and office park for the base site. Another group says it would be perfect for launching commercial satellites.

The jetport scheme might be in trouble, but those behind the project have the clout to keep it alive. Gore might be able to duck the controversy before the March primary, but it's not likely to go away before November.

If he doesn't take a stand soon, we can assume that the self-proclaimed green candidate isn't referring to the green of the Everglades, but rather the green that Alex Penelas is stuffing into Democratic coffers.

Bob Brister
PO Box 2808
Oakhurst, CA 93644
(559) 641-7427
bbrister@sierratel.com

001905

February 27, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street, Suite 2300
Arlington, VA 22209-2802

I am writing to oppose the proposed commercial airport on the site of Homestead AFB.

The former airbase is located in an extremely sensitive environmental position within 2 miles of Biscayne National Park just 10 miles from Everglades National Park and Florida Keys National Marine Sanctuary. Locating an airport there will degrade the values of these important public lands. Lead, heavy metals, and other hazardous chemicals would wash into Biscayne Bay. Airport development will substantially add to the nutrient overload in Biscayne Bay contributing to its further eutrophication. The airport would also contribute to the loss of groundwater flow into the Bay.

The nearby national parks and marine sanctuary, and especially wildlife, would be heavily impacted by airplane noise and especially the industrial sprawl development that would accompany the airport. Associated sprawl development could result in the loss of the last significant open space area in South Florida with urbanization coming right up to park boundaries.

SEIS methodology for estimating noise pollution is inadequate and biased by FAA methodology. Similarly, the amount of sprawl that a major international airport would promote is grossly underestimated. The stormwater management plan has already been challenged in court and experts have acknowledged its inadequacy to handle large storms.

Any redevelopment of the former Homestead airbase must be fully compatible with protecting and restoring the ecological functions of the South Florida ecosystem, particularly any remaining open space and already protected national parks and marine sanctuaries. Any redevelopment must be fully integrated and compatible with current Everglades restoration plans. A major international hub airport is by all measures completely incompatible with protecting and restoring ecological values in South Florida and the Everglades.

I'd rather see the area used for ecological restoration.

Sincerely,

Bob Brister

Bob Brister

PS: I used to live in Florida – I care!

1423 N. Bumby Ave.
Orlando, FL 32803

001906

Feb. 26, 2000

Homestead SEIS
AFBCA/EX
1700 N. Moore Street
Suite 2300
Arlington, VA 22209-2802

Dear U.S. Air Force:

As a long-time resident of Florida, an educator, and advocate for this state's beautiful and fragile environment, I implore you NOT to develop your plans for an extensive airport near the Everglades.

Over the past several decades, we have witnessed the draining, polluting and utter devastation of the Everglades. Recently, residents have banded together and spoken out, insisting that actions be taken to begin restoration of the Everglades. Work has begun, but it has been a long time in coming.

To find out that the Air Force indeed plans to build an airport in this region is beyond comprehension.

My students have studied the Everglades at length. Young people are learning to value and appreciate our natural heritage, more so than previous generations. You can only imagine their utter disbelief and anger at learning that an airport might now be built in areas even they know will lead to further devastation.

Please respect our natural heritage as we do. So many of us here are working hard to promote and respect our natural history.

We can only hope and pray that you will do the right thing at this point and back away from your plans for the airport.

For the future of this state, especially that of the children, please help us protect and preserve the natural habitats of this region and the fragile life contained therein.

Thank you,

Carmela DeTorres

February 28, 2000

001907

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

To Whom it May Concern:

It has come to my attention that development has been proposed for the Homestead Air Force Base in the south of Florida. I have been informed of this development by the National Park Conservation Association Park Activist Network.

I have spent some time in the Everglades and the Florida Keys. I seen first hand what development can do to the fragile environment of this area. There is so little area that has not already seen heavy development. The need to preserve these last remaining wetlands for the wildlife is of the utmost concern.

An airport, such as the one proposed, would impact the Everglades National Park, Biscayne National Park and the Florida Keys National Marine Sanctuary. The airport and associated development would emit seven tons of toxic pollutants into the air every day. Lead, heavy metals, and other hazardous chemicals would wash into Biscayne Bay. The noise pollution would disturb adjacent park lands and wildlife. Any development of the Homestead air base must be fully compatible with protecting national parks and marine sanctuaries with protecting and restoring the ecological functions of the South Florida ecosystem. Remaining open space and already protected national parks and marine sanctuaries should be protected from this kind of development that has the potential of destroying the attempts to keep the area preserved that a great number of organizations and people have been trying to do in the last few years.

A mixed use alternative is preferable and the better option for the SEIS to consider than a commercial airport and all the noise and industrial sprawl surrounding such a development. I also do not see a need for a large commercial airport so close to Miami International. Miami International can more than cover the needs for the South of Florida.

I would vote for a good portion of this base be put into the hands of the National Park Conservation Association and be incorporated into the parks already established within the area. Corridors between the parks could be established for wildlife and people to be able to enjoy the area and marvel at the wildlife and marine life that this area has to offer. Further development is not necessary in this southern part of Florida. The land and water can only support just so much development before it becomes completely tapped out and the beauty of the land is destroyed, perhaps forever.

I hope that you will take all this into consideration and reconsider that planned airport and save the land for the needs of the people and the needs of the wildlife that depend so much on the wetlands for survival.

This is a great country and a beautiful country. Let us do everything we can to preserve what we have left from further sprawl and unnecessary development for the gain of just a few and the loss for so many.

A concerned American,

Diane Hert

Diane Hert
6563 Ethel St NW
Canton, OH 44718
e-mail: tannd@sssnet.com

001908

March 7, 2000

Dear People,

I am writing to ask you to stop a new airport in Homestead, Florida. The U.S. military has a long shameful history of spoiling the environment. Making the right choice now would go a long way to restoring your image. A new airport could go elsewhere. We can't move Biscayne Bay or the Everglades. Thank you for your time.

Cordially,

Doug Westcott

Doug Westcott

5933 W Ithaca Circle
Lake Worth FL 33463

001909

Me Too (also) snow bird of Eastern Boston
Prosel tyson for
cultur

OPINION

Peter A. Seward
2838 SE 19th Court
Homestead, FL 33033

Peter a. Seward VOTES NO

Write SEIS, express feelings on airport plan

NO

By JAMES B. TRANTHEM

When the Westminster Kennel show and the Homestead Rodeo concluded last week, South Miami-Dade residents were led to believe that this would be the last great 'dog and pony show' of the season.

Well, hold on to your tickets, folks!

Our fool me twice' Homestead council, voting 6-0 in favor of a commercial cargo airport instead of a viable alternative and less intrusive mixed use development plan for the former Homestead Air Force Base, now wants us to 'discuss in a public forum' in an '11th hour' council meeting on March 1st.

After we were fooled and stonewalled for three hours the first time at the 'citizens input meeting' at South Dade High School by the parade of politicians, including our own mayor, residents of South Miami-Dade – and specifically East Homestead – decided to represent themselves and invited the Collier-Hoover group, the Biscayne National Park Superintendent, South Florida Water Management District and Miami-Dade Commissioner Katy Sorenson to a series of informational meetings held at a variety of locations from the Keys to the South Dade Government Center.

We agree that this big decision should not fall under a deceptive PR campaign led by untrustworthy, self-serving politicians and that the only voice residents and citizens of South Miami-Dade can have is not at a 'too little too late' council meeting.

Call or write immediately to the Homestead SEIS, AFBCA/EX at 1700 N. Moore St., suite 2300, Arlington, VA 22209-2802, or fax (703)696-8828.

We will not be told by our elected officials in Miami-Dade County that 'this is not a Homestead issue;' this is uniquely a Homestead issue – intrusive development between two fragile national parks will impact us directly and will affect our quality of life here in South Miami-Dade long after our delusive politicians are gone.

Dr James B. Tranthem is with Keys Gate Single Family Homeowners Association and director of Mays Community School

NO NO NO

Dr James Tranthem

Looking backward, forward

By HERB GOODMAN

There are many children and teenagers who find it hard to have a goal in life. Some eventually do, but others continue to search.

My sister, Janet lives and practices psychiatry on East 63rd Street in New York City.

She is an expert in child psychiatry, and constantly helps plan many positive programs for youngsters to help them plan their futures.

The last 30 years of the 20th century have been sad ones for many people.

Narcotics, AIDs, the HIV virus and Alzheimer's disease have affected the lives of many.

Television news continues to air murders, burglaries, robberies, rapes, brutality and violence.

Movie codes have deteriorated with pictures of violence and profane language.

However, parents of many children must be commended for encouraging them with proper guidance, love and affection, giving them attention and help with their problems.

Millions of people are obeying the law and bringing up their children in the proper way.

001910

3/3/00

Dear US Air Force,

I am a fisheries biologist, in Florida. I am writing to oppose the building of a new airport at the site of the former Homestead Airbase. This site is very close to many of Florida's valuable ecological treasures. These treasures are the Keys National Marine Sanctuary, Biscayne Bay and Everglades National Park. As I am sure you are aware, these locations are all already in serious decline due to factors such as poor water management, pollution from residential and commercial sources, overfishing and overuse. These areas support vast amounts of flora and fauna crucial to the state's ecosystem. Already in a dire situation, the addition of stress that would result from an airport may be too much for these environmentally sensitive areas to handle. Nurseries for juvenile fish in Biscayne Bay, nesting grounds for rare and endangered birds in the Everglades, and coral reefs are a few examples of habitats that would suffer due to the enormous amount of pollution emitted by an airport. I will not go into further details, for I am sure many letters including very specific comments have been sent.

The goal of my letter is to express that as a Florida resident, and as a Florida biologist, I represent my friends, my colleagues, and myself in the opinion that the addition of an airport would be a disaster for Florida's environment. Please respect the requests you have received and do not sell the Homestead Airbase to be used as an airport.

Sincerely,

Erin E. McDevitt

FL Fish and Wildlife Conservation Commission

001911

Charles H. Townsend
89 Snapper Lane
Key Largo, Florida 33037

March 1, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

Re: SEIS REPORT—Homestead AFB

Ladies and Gentlemen:

As a long term resident of Key Largo, I am appalled that there is before us the prospect of a major commercial airport being developed on the former AFB property.

There are SO MANY more attractive uses of the property with equal or better economic implications, I can't believe anyone in their right mind would EVEN CONSIDER the commercial airport use.

If you lived next to one of the nature wonders of this earth, the Everglades and bay waters of Card Sound and Biscayne Bay, you would be up in arms over this proposal, as we all are who WILL BE EFFECTED.

DO NOT BE PRESSURED INTO MAKING A DECISION YOU WILL REGRET THE REST OF YOUR LIVES. You can save the Everglades and Bays from sure destruction by affirming a better use of the AFB facility than for an unwanted, unnecessary commercial jet port.

We will all thank your wisdom very much if you do.

Respectfully yours,

Charles H. Townsend
305.367.4485

001912

2/24/00

To whom:
PLEASE - Do not allow the proposed commercial airport to be established at Homestead for the sake of our diminished & fragile Florida - more esp. the immediate Biscayne area of wildlife, marine sanctuary, nat'l. parks. Help us stop indus. sprawl & save our world. - Pamela Ray

Pamela B. Ray
44130 Fairway Ln
Altoona, FL 32702

001913

Patrice Austin
3000 Clarcona Rd. Lot 464
Apopka, FL 32703-8736

3-5-2000

Dear U.S. Air Force,

I oppose any development of Homestead Air Base. It should be removed and deed, Federal Property should become a Park, part of the National Park system.

Sincerely,

Patrice S. Austin

FLY THE FLAG 2000

001915

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 3/3/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Please take care of our precious Parks - they are one of a kind in the world. I live 2 miles from Miami's Airport & planes fly even in the middle of the night, sometimes rattling the windows, let alone breaking the peace. So many of us city dwellers are constantly subjected to the stress of noise, let alone pollution. I am a psychotherapist in private practice and know well the enormous cost of stress in our daily lives. I also work with the healing effects of music and sound & have learned in that process about the detrimental effects of noise. It literally can make you sick! My family came to this wonderful land in 1896 when it was a virtual paradise. Even in my 54 years here I remember the wonder of it. Now we are faced with a concrete canyon extending all the way to Palm Beach. Please don't threaten one of the last wild, quiet places left for us here. Find a more gentle way. Some good alternatives have been proposed. Allow some flexibility and wisdom to come forth from this process. Think unto the 7th generation - as the Native American teaching reminds us

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Janet Parker
ADDRESS/DIRECCIÓN: 1458 NW So River Drive
CITY/CIUDAD: Miami, FL
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33125

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

Se publicarán sus comentarios en el SEIS FINAL. Favor de no incluir su dirección personal si no desea que esta aparezca en el SEIS FINAL. El hecho de proporcionar esta información es considerado como su consentimiento para publicarla

Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

001916

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 3/6/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I AM AGAINST THE HOMESTEAD AIRPORT BEING USED FOR PASSENGER OR CARGO BY ~~[illegible]~~ COMMERCIAL AIRLINES

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: WILL RILEY
ADDRESS/DIRECCIÓN: 22000 SW 154 AVE
CITY/CIUDAD: MIAMI
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33170

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001917

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 3/5/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

The Homestead Airport must not be used by commercial ~~[illegible]~~ airlines for cargo or passenger flights.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: RON CHERVINSKI
ADDRESS/DIRECCIÓN: 22455 SW 182 AVE
CITY/CIUDAD: Goulds, Fl
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33170

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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FAX: 703-696-8828

001918

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 3/5/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I am against the Homestead Airport being used by ~~[illegible]~~ commercial airlines for cargo or passenger service

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Noreen Chervinski
ADDRESS/DIRECCIÓN: 22455 SW 182 AVE
CITY/CIUDAD: Goulds, Fl
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33170

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FAX: 703-696-8828

001919

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 3/6/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I AM TOTALY AGAINST THE HOMESTEAD AIRPORT BEING USED FOR COMMERCIAL AIRLINES - PASSENGER OR CARLO

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: VINA R. RILEY
ADDRESS/DIRECCIÓN: 22000 SW 154 AVE
CITY/CIUDAD: MIAMI
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33170

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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AFBCA/EX
1700 N. Moore St., Suite 2300
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FAX. 703-696-8828

001920

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 3/5/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

WE ARE AGAINST COMMERCIAL AIRLINES USING THE HOMESTEAD AIRPORT FOR ANY PURPOSE

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: SUSANA and TODD MILLER
ADDRESS/DIRECCIÓN: 23190 SW 157 AVE
CITY/CIUDAD: MIAMI
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33170

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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AFBCA/EX
1700 N Moore St , Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

001921

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 3/2/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I AM AGAINST HOMESTEAD AIRPART BEING USED AS A COMMERAIAL AIRPORT

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: [redacted] GEOFF KNIGHT
ADDRESS/DIRECCIÓN: 22050 SW 155 AVE
CITY/CIUDAD:
STATE, ZIP CODE/ESTADO, ZONA POSTAL: MIAMI, FL 33170

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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001922

Written Comment Sheet - Hoja para Comentarios por Escrito
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Thank you for your input
Gracias por su participación

DATE/FECHA: 3/2/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I AM AGAINST HOMESTEAD AIRPORT BEING USED AS A COMMERAIAL AIRPORT

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: LINDA KNIGHT
ADDRESS/DIRECCIÓN: 22050 SW 155 AVE
CITY/CIUDAD:
STATE, ZIP CODE/ESTADO, ZONA POSTAL: MIAMI, FL 33170

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1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

001923

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 3/1/2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I am adamantly opposed to a commercial airport built next to two national parks, Everglades N.P. & Biscayne Bay. Because Homestead Airforce Base exists where it does does not mean the people who built it knew or cared about the adverse effects it would have upon the surrounding area. If we add to a commercial airport it would only make a bad thing worse.

The jobs people are anxious to - would still be available if a mixed use plan was adopted which would have a less detrimental effect upon the nearby parks. By choosing a less intrusive alternative both people and parks would benefit.

The chemical and noise pollution generated by a commercial airport not to mention the ugliness, traffic and vehicular traffic would destroy some of the most unique areas in the world. Regardless of the slick promises made by the politicians who want to feather their own nests, serious damage will

result. The pollution will not go away and will build up thru constant use as evidenced by the pollution generated by the farming industry that scientists and environmentalists are frantically trying to find ways to clean up.

Now the parks are being attacked from another source and this should not be. The short-sightedness and selfishness of a few should not be allowed to affect the rights of future generations to have un-pollutted and beautiful wilderness areas to enjoy and cherish.

I am definitely in favor of a mixed-use plan for Homestead Airforce Base in order to preserve as much as possible Everglades and Biscayne Bay National Parks in all of their unique flora and fauna for everyone.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: DEBONAR COTRO FORD
ADDRESS/DIRECCIÓN: 1050 S SW 117 ST
CITY/CIUDAD: MIAMI
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FLA 33176

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX 703-696-8828

001924

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 3/7/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I feel that aviation in this area would do [redacted] intentional harm to the National Parks, Coral Reef and the surrounding protected areas. It would effect wildlife and the quality of living that currently exists.

I do feel the property can be used for recreation and provide jobs that are environmentally concious.

This should be seriously looked at before just reacting to what is the best choice financially. I want to know that fresh air and cheap wild remain at the current quality level and our national parks as pristine for generations to come.

Thank you for your consideration!

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Kathy Guay
ADDRESS/DIRECCIÓN: 100 Nirvana Lane #183
CITY/CIUDAD: Key Largo
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL, 33037

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1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

001926

Roger Boone
300 NE 19 Court, N-211, Wilton Manors, Florida 33305

March 6, 2000

Homestead SEIS
AFBCA/EX
1700 Moore St., Suite 2300
Arlington, VA 22209-2802

To Whom It May Concern

As a frequent visitor to National Parks, and Biscayne National Park in particular, I was appalled to learn of the proposed airport planned for the area less than two miles from the edge of this spectacular place. Despite the fact that the Air Force and the FAA state that there will be no significant impact to the National Parks in South Florida, any sentient being can recognize the impact that the noise created by 231,000 flights a year would have on the wildlife and recreation values in the park. My experiences at two other National Park areas will elucidate my point.

In the fall of 1998, I visited Fort Vancouver National Historic Site, near Portland, Oregon. The event was the annual candlelight tour, and it was a wonderful experience learning about trade history in the Pacific Northwest. Costumed interpreters made the story come to life for me. All would have been perfect were it not for the incessant roar of commercial aircraft rising from behind the stockade fence. The Portland Airport is just across the river from the Fort.

Last fall, I visited Washington, DC, and the Franklin Delano Roosevelt Memorial. It is a visually appealing and very moving tribute to the man who led this nation out of the Great Depression and through its greatest conflict. But there, too, the experience was marred by the overflights from Washington National Airport, just across the river. I later learned that the water features so integral to the Memorial were included partly in an effort to deaden the noise from the planes.

Biscayne National Park is very different from either of these places. It is a place of natural quiet. In natural areas, we can't put up stockade fences to block out the ugliness. We can't drown out the noise of planes with artificial waterfalls. The soundscape is not incidental to the resource – it is integral.

Approving a commercial airport for the former base would be an egregious error, and an affront to all those who seek the restorative powers of the natural world.

Sincerely,

SIGNED

Roger Boone

Gary Andrew Bremen
21133 SW 85 Avenue
Miami, Florida 33189

001927

March 6, 2000

Ms. Shirley Curry
Homestead SEIS
AFBCA External Affairs
1700 N. Moore Street, Suite 2300
Arlington, VA 22209-2802

Dear Ms. Curry:

In deciding what I should write to you, I ran through many alternatives. I thought first of appealing to the fact that, as a south-Dade resident, I live directly beneath the flight path of the proposed 231,000 Aircraft Operations annually. What impact would that have on my personal life, and the quiet neighborhood in which I now live? But then I thought better of that argument, because undesirable things are always going to be in *somebody's* backyard.

Then I thought about the number of errors that I found reading through portions of the Draft SEIS. For example, a reference to the "Redland Fruit and *Space* Park." Now that's mixed use! There were lots of spelling, labeling and grammatical errors, and it made me wonder: If simple things like that weren't important, how accurate are the parts that made my eyes glaze over? In a document this size, of course, simple errors are bound to occur. Still, I wondered.

I thought about addressing the idea that so many outsiders were involved in this process. I was born and reared right here in Dade County. How dare they come in and presume to know what's best in my backyard! But that, too, is a moot point, for this is not, as many would like you to believe, just a local issue. The treasures that bookend this project are national treasures, and all should have their say.

I wanted to appeal to emotions, for I too have experienced dolphins leaping from the water, seemingly for the sheer pleasure of being in such a beautiful place. I too have witnessed the majesty of squadrons of pelicans soar overhead. I too have seen the waters of northern Biscayne Bay, once as clear and full of life as those found in the southern part of the bay today, turn cloudy and lifeless. I too have felt the power of nature in the middle of the bay when caught in a storm, white-capped waves biting like teeth at a coal-black sky. But I'm sure you've heard a lot of that, and often heartstrings are not nearly as strong as purse strings.

Finally, I decided to look back to the Air Force's ultimate goal. It is to support economic revitalization, while at the same time protecting Biscayne Bay and the nearby national parks. The summary concludes that a commercial airport will do that, but that the alternative proposals will also do so with a lesser impact to surrounding ecosystems. I realize that the alternatives are not expected to provide as many jobs, but given the facts that we really know so little about how these natural systems operate, and that we know so little about how aviation operations impact those systems, I believe that we need to do everything in our power to minimize even small impacts.

The writer Aldo Leopold once said "the first rule of intelligent tinkering is to save all the pieces." Only one of the alternatives presented offers significant economic growth *and* considerable protection for the treasure of Biscayne Bay, and I urge you to adopt the Mixed Use Alternative proposed by the Hoover and Collier families.

Sincerely,

Gary A. Bremen

001928

March 6, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, Va 22209-2802

For Your Consideration:

As a longtime resident of South Florida and a current resident of Key Largo I'm strongly opposed to the consideration of the utilization of the former Homestead AFB as a commercial airport. The environmental negatives of such a plan far outweigh the economic incentives. Consideration should be given to alternatives which would provide like, if not greater, economic benefits to the area and not at such a high cost to the environment and additional stress to the residents.

Please consider the impact of Miami International Airport on the residents and the environment of the surrounding community and tell me that is what you wish for Homestead, Biscayne National Park, and Everglades National Park. No responsible individual concerned with the legacy we leave to future generations could support such commercial development on South Dade. Commercial aviation would be highly detrimental to the ecologically fragile area and any plans promoting this should be removed from further consideration. Please focus on sound alternatives.

Thank you very much for your attention.

Sincerely,

Thomas N. Trump
20 Mangrove Lane
Key Largo, FL 33037

FROM : FAX NO. : 3052745161 Mar. 07 2000 11:05AM P1

001930

Aballí
Milne
Kalil &
Garrigó, P.A.

March 4, 2000

Counellors at Law

Vice President Albert Gore
The White House
Washington, D.C. 20500

Mr Vice President:

I am writing to ask for your assistance in helping shape the ecological future of Miami-Dade County, Florida. In particular, I ask you to exert all efforts at your control to help prevent a commercial airport from being allowed at the former Homestead Air force Base.

My reasons are simply, and I hope they are in line with your true convictions and beliefs. Allow me to briefly explain:

Homestead Air Force Base is located between two national parks - Everglades National Park, and Biscayne National Park. Both are unique in the nation in flora, fauna, and wildlife. Both will experience severe and negative impacts if the former air force base is converted to a full commercial airport. Some obvious sources of damage are from: air pollution, noise pollution, potential aircraft disasters, and the inevitable dumping of jet fuel when aircraft are forced to make emergency landings after aborted takeoffs.

The Everglades is already reeling from water pollution caused in large measure by phosphate runoff from farming in the watershed, and from the disastrous impact on the free flow of water caused by the Army Corps of Engineers' "water management" canals. Both of these issues have caused public outrage and extensive and expensive litigation.

Biscayne National Park is under siege from the polluted waters emanating from our metropolis, and the encroachment of development.

Simply put, we are at a point where these precious environmental treasures are strained to their limits, and no quarter can be given to projects that will have a further deleterious impact.

The two competing projects being proposed for the base both will offer the advantages of increased employment opportunities. The project proposed by the Collier - Hoover group will also be environmentally friendly.

You are known as a visionary who recognizes that the world we live in is an environmentally closed system where every action we take has impact on the quality of our lives and that of future generations. Please Sir, vote your conscience on this topic. It is a real issue, with a real impact, not a mere political game. I trust you will honor your frequent words spoken in favor of the environment, and act to prevent a cargo facility from being allowed between our national parks.

Your consideration of this important matter is most greatly appreciated.

Very truly yours,

Craig P. Kalil
Individually, and for my wife and children.

1980 SunTrust International Center
One Southeast Third Avenue
Miami, Florida 33131
Telephone (305) 373-6600
Fax (305) 373-7929

001931

Date: March third two-thousand

To: Vice President Al Gore
1600 Pennsylvania Avenue
Washington, D.C. 20500

To: Homestead SEIS
AFBCA/EX
1700 N. Moore Street
Suite 2300
Arlington, VA 22209-2802

From:

Name: Christopher Halil

Address: 10241 SW 109 ST

City/State/Zip: Miami Florida 33176

I am writing this letter to tell you that I support the Collier/Hoover mixed use development plan for Homestead Air Force Base. The Collier/Hoover mixed use alternative development offers a partnership between the environment and the economy. Through creation of a visitor attraction, educational facility and business center, the project will bring jobs and dollars to South Dade without harming the national parks. Please support this proposal. Life in florida would be unsatisfactory if we would have airplanes fly over our heads every five or ten minutes. It would be more dangerous because birds would more often be sucked into jet engines, and our nuclear powerplant could [redacted] by passing jets.

Sincerely,

Christopher Halil

Age-11

Grade-5

SCHOOL- Leewood Elementary

001933

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/27/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Please do NOT BUILD ANY AIRPORT AT HOMESTEAD. WE DO NOT WANT DEVELOPMENT NEAT TO THE EVERGLADES. WE MUST PRESERVE OUR EVERGLADES — A NATIONAL TREASURE.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: SARA CASE

ADDRESS/DIRECCION: 851 HARRISON ST.

CITY/CIUDAD: HOLLYWOOD

STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33019

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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001934

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 27 Feb 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

PLEASE DO NOT BUILD AN AIRPORT AT HOMESTEAD AFB. SAVE OUR NATIONAL PARKS!

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: SHERYL CHAPMAN

ADDRESS/DIRECCION: 2013 SE 16 STREET

CITY/CIUDAD: POMPANO BEACH, FL 33062

STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/27/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

OUR FAMILY MOVED FURTHER SOUTH BECAUSE OF THE QUIET AREA & VISITING THE EVERGLADES SO OFTEN. THERE IS ONLY ONE EVERGLADES - AND OUR NATIONAL PARKS ARE NATIONAL PARKS FOR A REASON - THEY ARE AREAS THAT SHOULD NOT BE DISTURBED - ESPECIALLY BY AN AIRPORT.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MAS ESPACIO****

NAME/NOMBRE: PATRICIA BERGSTROM

ADDRESS/DIRECCION: 25500 SW 197 AVE

CITY/CIUDAD: HOMESTEAD,

STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33031

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Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: Feb. 27 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Please STOP The AIRPORT plans.
We MUST SAVE THE EVERGLADES.
No airport, please.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: NANCY EICHERT
ADDRESS/DIRECCIÓN: 851 HARRISON ST.
CITY/CIUDAD: HOLLYWOOD
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33019

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001937

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: Feb 27, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

This proposed use of the Air Force Base site, is inconsistent with the purpose of our National Parks and the site location recommendations of the EAR. The noise from jets taking off and landing over our parks will destroy the tranquil experience I expect ~~from~~ at where I visit national parks. In addition the site is too close to wildlife areas for commercial jet traffic (10,000 feet) and for takeoff and landings (5 miles). This is especially bad since the most frequent aircraft/wildlife incidents involved birds which are numerous at Biscayne National Park. Do do this!

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Gregory J. Kalmbach
ADDRESS/DIRECCIÓN: 2013 SE 16 Street
CITY/CIUDAD: Pompano Beach
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Florida 33062

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Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: March 4, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Dear Mr. Secretary
Dade County does not need another airport especially between 2 national parks. Homestead Air Reserve Base is a dangerous place for an airport because it would threaten the wildlife living in these parks. In addition, the thousands of tourists and residents visiting these beautiful parks each year would be subject to constant noise and pollution.
As a federal agency, you have an obligation to protect this area. Create a project at this site that will provide more jobs. Protect farmers and protect Biscayne Bay & the surrounding environment. Please STOP this airport!
Thank you.
Debbie Tirrell

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Debbie Tirrell
ADDRESS/DIRECCIÓN: 2101 NE 55 Ct.
CITY/CIUDAD: Ft. Lauderdale
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL, 33308

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Written Comment Sheet - Hoja para Comentarios por Escrito
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Thank you for your input
Gracias por su participación

DATE/FECHA: March 4, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Dear Mr. Secretary
Please do not dispose of Homestead Air Reserve Base (HARB) to Dade County for another airport. The Air Force polluted Military Canal and taxpayers must pay to clean it up. Do not repeat war crimes.
HARB lies within 2 miles of Biscayne National Park (NP) and ten miles from Everglades NP. Florida Keys National Marine Sanctuary also is within ten miles of proposed airport! The proposed air port would destroy the solitude and natural experience of visiting a national park with unrelenting noise and several tons of pollutants daily. Lead, mercury and other heavy metals as well as unburned jet fuel are inappropriate for this site!
Dade County is irresponsible and cannot manage MIA Airport. As a federal agency you have an obligation to protect this area. We will pay $8 billion for Everglades restoration and a mixed commercial/residential use will provide more jobs, protect farmers and protect Biscayne Bay. Stop this airport, meet your obligations, protect the national interest and S. Florida's threatened species.
Thank you.
Roderick Tirrell

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Roderick Tirrell
ADDRESS/DIRECCIÓN: 2101 NE 55 CT
CITY/CIUDAD: Fort Lauderdale
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Florida 33308

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TOTAL P.02

001940

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 3-6-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

To Whom it may Concern.

I have been a resdent of Key Largo Fla. Since 1976. I Love living in the Keys and South Florida and I am very concerned about the future of the Homestead Airforce Base. I Do NOT want to see it turned into a commercial cargo Airport. I feel that it would have a devasting impact on the South Fla environment. My family and I enjoy biking in the everglades. It is so peaceful and wonderful back in the Swamp I feel we have to do every thing we can to perserve it for furture generations.

Please No CARGO Airport!

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Julie Mead
ADDRESS/DIRECCIÓN: [redacted]
CITY/CIUDAD: Key Largo Fl. 33037
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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001941

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 3/6/2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Please protect Everglades and Biscayne National Parks by NOT conveying the Homestead Air Force Base for commercial aviation or space port uses. Such uses will cause unacceptable, permanent impacts to two of America's treasured national parks as well as the Florida Keys National Marine Sanctuary.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE:
ADDRESS/DIRECCIÓN:
CITY/CIUDAD:
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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Arlington, VA 22209-2802
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001942

Craig A. Winkelmann
13299 Blue Diamond Place
West Palm Beach, FL 33414

March 6, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

Dear Sir or Madam

I am writing to express my opposition to the Air Force's plan to transfer the former Homestead Air Reserve Base to Dade County for development into a major international airport. I ask you to reconsider the commercialization plan and implement a mixed-use alternative.

The recently completed Supplemental Environmental Impact Statement and other studies show that the proposed Homestead airport would have devastating consequences for adjacent Everglades and Biscayne National Parks. The fundamental question that must be asked is "does it make sense to place a large commercial airport two miles away from Biscayne National Park and ten miles away from Everglades National Park?" According to the Department of the Interior, the EPA, the superintendents of each of the parks, thousands of citizens, and many lawmakers, the answer is NO!

I want to ask you to quantify the value of silence in our national parks, the night time sky over the Everglades unpunctuated by landing lights of aircraft, and protection of habitat for endangered species such as the Florida Panther and the Cape Sable Seaside Sparrow. Biscayne and Everglades today provide, not only to we South Floridians but to all visitors, a respite from the noise and hectic pace of daily life. Put departing commercial a rcraft over Biscayne, which is only two miles from Homestead AFB, and this respite is destroyed. Put landing or departing aircraft over Everglades National Park, and the sanctity of this park is ruined forever.

The Air Force study does conclude that there are realistic mixed-use alternatives that would create nearly as many jobs and would have substantially less harmful environmental consequences. These mixed-use alternatives provide a reasonable alternative that will protect our national treasures – Biscayne National Park and Everglades National Park – while providing meaningful jobs and economic growth for south Florida. I encourage your consideration of either of the proposed, or some future proposed mixed-use alternative.

Sincerely,

Craig Alan Winkelmann

cc President Bill Clinton
Vice President Al Gore
Senator Connie Mack, Florida
Senator Bob Graham, Florida
Representative Mark Foley, Florida

001943

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 03-06-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

We are very concerned about the impact a commercial airport would have on the Everglades National Park, Biscayne National Park and the Wetland agriculture areas.

These areas are too sensitve to withstand not only an airport for commercial use but, all that comes along with such a plan.

The ideal re-development of H.A.F.B.could have been the transfer of Southern Command from Panama to a "Military owned location with a runway" to accommodate military flights from the USA, Central and South America and the Caribbean at great savings for the military,

The "no open bid" to HABDI by Metro -Dade County not only complicated things but also made the area residents think twice before endorcing a commercial airport development by a contracting company with no airport experience.

Please consider an alternative use for H.A.F.B. and save our national parks.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Manatts and Paul Wulf
ADDRESS/DIRECCIÓN: 22940 S.W. 167 Ave.
CITY/CIUDAD: Goulds
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Florida 33170

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

Se publicarán sus comentarios en el SEIS FINAL. Favor de no incluir su dirección personal si no desea que esta aparezca en el SEIS FINAL. El hecho de proporcionar esta información se considerado como su consentimiento para publicarla

Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

703-696-8828

001951

3/3/00

U S Air Force
AFBCA/EX
1700 N. Moore Street, Suite 2300
Arlington, VA. 2209-2802

I am writing this letter to inform you that I support the Collier/ Hoover mixed use development plan for Homestead Air Force Base

I do not want a commercial airport to operate at Homestead Air Force Base but I do support having the Air Force reserves stay in operation their.

My brother Dave Mucci served at Homestead Air Force Base from 1976 to 1980 as a Pararescueman. He told me of a rescue mission he flew to recover a Jet Pilot that had hit a bird on take off. The F- 4 fighter pilot died, the co-pilot was saved.

Being that this base is located between two bird sanctuaries, Everglades National Park and Bay Front National park, this does not bode well for airlines and their passengers.

I have lived in South Miami for thirty years and have seen many changes to the environment. My Dad and I used to go sightseeing in the everglades and also go fishing every other weekend. We actually were able to eat the fish we caught back then. Now warnings of Mercury poisoning keep us from eating the fish.

Today I am taking my Aunt from New York and my kids, both in elementary school, to the Everglades to see Shark Valley and take an air boat ride. I hope that they too will be able to take their children to see the beauty of this ecosystem "Like no other in the world".

In the past two weeks I have approached well over two hundred people to ask them to write a letter or sign the letter made by the Collier/Hoover Group. Only one person said that they couldn't because they didn't know all of the facts.

There were several people that shook my hand and thanked me for helping them get the message out that they too did not want a commercial airport at Homestead Air Force Base.

Please do the right thing by supporting the future health of our children and the health of our environment by not permitting the Homestead Air Force Base to be used as a commercial airport.

Thank You,

Donna Kalil

Donna Kalil

It is extremely important to voice strong support for the Collier-Hoover alternative for the Homestead Air Force Base property currently under consideration for conveyance by the United States Air Force.

Dear [illegible]

The Biscayne and Everglades are national parks- they belong to all citizens of this country Pass the word on to friends and relatives throughout the county state, and country Tell them to contact Vice President Gore, and their federal representatives

Contact your elected officials immediately- March 7, 2000, is the deadline for public comment It is imperative that all of the following be contacted

Homestead SEIS
AFBCA/EX
1700 N Moore St , Suite 2300
Arlington, VA 22209-2802

FAX 703-696-8828

Vice President Albert Gore
The White House
Washington, D.C 20500

FAX 202-456-2461 (Attn Vice President Gore)

Senator Bob Graham
524 Hart Senate Bldg
Washington, D.C. 20510

FAX 202/224-2237

Representative Carrie Meek
401 Cannon House Office Bldg
Washington D C 20515

FAX 202/226-0777

Representative Peter Deutsch
204 Cannon Bldg
Washington D C 20515

FAX 202/225-8456

Post-it® Fax Note 7671 Date 2/9/00 # of pages ▶ 1
To Donna Kalil From CAO (Kingsley)
Co./Dept. c/o Craig Kalil Co. Sonesses
Phone # Phone # 305 378 6117
Fax # 305 373 7929 Fax # 305 253 7455

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vol. 2, February, 2000

Inside this issue:

Hoover/Collier Alliance

SEIS Hearings and Comment Period

Hoover/Collier Mixed-Use Development

Creating a New Destination for South Dade

For more information on the Hoover/Collier Plan or submission of articles or information to be included in future newsletters, please call (305) 668-1586 or e-mail us at hwhfound@aol.com

Homestead Air Force Base Redevelopment

Hoover /Collier Alliance

The Hoover Environmental Group and the Collier Resources Company have joined together in their efforts to create an alternative mixed-use development plan for Homestead Air Force base Uniting the environmental goals and design elements of the Hoover WetLand project, with the development proposal of the Collier Plan, the mixed-use alternative creates a visible plan to protect the fragile natural resources of South Dade while contributing to the economic revitalization of the area.

The alliance was developed during the January 8 Everglades Coalition Meeting in Naples, Florida The Homestead Air Force Base could be deeded or leased to The Collier Resources Company in exchange for oil and gas interests in Big Cypress Preserve. With a proven track record for successful development projects, The Collier Resources Company brings the development expertise and resources to create an economically sound redevelopment proposal for Homestead Air Force Base.

The combined project will integrate the environmental guidelines and principles presented by the Hoover plan with the proposed development common to both proposals. The resulting project will include a world-class aquarium with educational and research facilities, a festival marketplace, office space, hotels, an RV vacation park and state-of-the-art demonstration golf courses with extensive habitat opportunities and environmentally appropriate practices.

The SEIS Hearings and Comment Period

Five Public Hearings were conducted on the Draft Supplemental Environmental Impact Statement on February 1 – 3, 2000 in Homestead, Kendall and Miami. The hearings were certainly a great exercise in public debate with extensive commentary on both sides of the issue. Our thanks to all those

who spoke out against the airport and in favor of the Hoover/Collier mixed-use alternative development The comment period for the SEIS Draft Report continues until March 7 It is imperative that as many people as possible send in written comments supporting the Hoover/Collier mixed-use alternative development for Homestead Air Force Base Letters should be addressed to:

Homestead Draft SEIS
AFBC/EX
1700 N. Moore Street,
Suite 2300
Arlington, VA 22209-2802

Letters to your Congressional Representatives and Vice President Al Gore are also essential.

The Hoover/Collier Mixed-Use Development Overview

Designed as a partnership between community, conservation and business, the Hoover / Collier Mixed-Use Plan brings together commercial development, visitor attractions, recreational, educational and research facilities in a setting connected by pedestrian pathways, waterways and tropical landscaping As a demonstration of sustainable development, the mixed-use plan addresses economic development, environmental protection and new opportunities for community revitalization in a unique expression of the special culture and natural beauty of South Dade.

Economic Impact

Based in the elements of the mixed-use development, the projected jobs and economic impact for South Dade are as follows

Homestead Air Force Base Timeline of Economic Impact for South Dade

	2005	2015	Full Buildout
Jobs	9,039 [1]	15,643 [2]	23,091 [3]
Economic (millons $)	$203 [4]	$459 [5]	$670 [6]
New Square Feet Of Development	1,500,000	3,500,000	5,000,000

SEIS Report
1 Market Driven Mixed Use – 4 1-10* (*based on Hoover values)
2 Market Driven Mixed Use – 4 1-10*
3 Market Driven Mixed Use – 4 1-10*
4 Market Driven Mixed Use – 4 1-11*
5 Market Driven Mixed Use – 4 1-11*
6 Market Driven Mixed Use – 4 1-11*

In comparison with the proposed airport development, the Hoover/Collier mixed-use development brings twice as many jobs and twice as many dollars by the year 2005.

Similar development projects by Chermayeff, Sollogub and Poole in Boston, Baltimore and Chattanooga have resulted in millions of visitors, thousands of jobs and millions of dollars in economic impact.

ELEMENTS OF THE HOOVER/COLLIER PLAN

Aquarium/ Festival Marketplace: The aquarium will be a core attraction and integrated with an international marketplace that includes shops, restaurants and numerous opportunities for enjoyment of place, interaction with visitors and multi-faceted learning. The visitor will be offered an experience of immersion, inside the attraction and throughout the site with many opportunities for exploration and discovery. Both residents and visitors will gain new insights into South Florida's unique environment, culture, history, while developing an appreciation for the global nature of marine, coastal and wetlands ecosystems.

Luxury RV: A residential and visiting community designed to accommodate mobile recreational vehicle owners.

Golf Courses: Land uses are planned for both an executive golf course and regulation or championship golf course and all their accompanying accessories. The golf course will use new ecological practices for environmental protection and habitat creation.

Office/Commercial: These areas are designed for a wide range of land uses including traditional office, business, commercial and light industry, as well as cutting edge research and development facilities for the environment, energy, agriculture, aquaculture and marine science. These areas will have low structural density and large landscaped areas.

Vacation and Business Hotels: First class hotels and business hotels with on-site amenities for vacationing families and business travelers. The overall building heights would not exceed 3 stories or 45 feet.

CREATING A NEW DESTINATION FOR SOUTH DADE

All elements of the project will mix environmental, commercial, educational, recreational and business interests. The business, research, educational and visitor components of the project will weave together to create an integrated community.

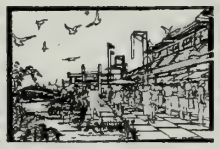
For example, the aquarium will be linked to research facilities in the office areas and educational activities in the school components. Fish grown in aquaculture research centers may be on the menu of the restaurants and a visit to the demonstration project will be an after lunch experience. Students studying marine biology or biomedical science will have interactive, experiential activities on-site and an opportunity for internships and mentorships. Business people using the commercial office space will have access to amenities of golf, restaurants, shops and hotels. From vacationing families to business meeting, the site can accommodate visitors and residents with a wide range of interests.

A water system that runs throughout the project will allow visitor and residents to travel by boat or water shuttles from their office to the restaurant or from the hotel to the golf course. An experience of nature and South Florida environment will be present in all the landscaped areas of the project.

As a demonstration of sustainable development, this ecologically conceived and designed community will explore an emerging new frontier, advancing new levels of partnership between public and private interests, between residents and visitors, between those who would build for profit and those who would conserve and manage fragile ecosystems. It is hoped that the project will be a catalyst for visitors to understand and further explore the agricultural, horticultural, coastal and marine resources of the surrounding community.

CURRENT ACTIVITIES

The Hoover/ Collier team are continuing to address this critical development of Homestead Air Force Base at the local, county, state, federal and national levels. We are interested in meeting with any community groups who want more information about the project and welcome any calls for information.



Please contact us if you would like a representative to speak with your organization or if you want to get involved in this effort to protect the environment and promote economic development in South Florida.

(305) 668-1586
Hoover Environmental Group

THIS NEWSLETTER WAS MADE FROM RECYCLED PAPER
PLEASE RECYCLE BY PASSING ALONG TO A FRIEND OR USING
PROPER RECYCLING METHODS. THANK YOU

HOOVER ENVIRONMENTAL GROUP
6800 SW 40TH STREET, #397
MIAMI, FL 33155

002019

Date: 3/2/00

To: Vice President Al Gore
1600 Pennsylvania Avenue
Washington, D.C. 20500

Homestead SEIS
AFBCA/EX
1700 N. Moore Street
Suite 2300
Arlington, VA 22209-2802

From:

Name: Deanna Kalil

Address: 10241 S.W. 109 St.

City/State/Zip: Miami FL 33176

I am writing this letter to tell you that I support the Collier/Hoover mixed use development plan for Homestead Air Force Base. The Collier/Hoover mixed use alternative development offers a partnership between the environment and the economy. Through creation of a visitor attraction, educational facility and business center, the project will bring jobs and dollars to South Dade without harming the national parks. Please support this proposal. I would like to have a live without air planes flying overevery ten minuts. I would like to have a clean blue sky too. and the future generation

Sincerely,

Deanna Kalil

Age: 9
Grade. 3rd
School: Leewood

002027

Date: 3/3/00

To: Vice President Al Gore
1600 Pennsylvania Avenue
Washington, D.C. 20500

To: Homestead SEIS
AFB GA/EX
1700 N. Moore Street
Suite 2300
Arlington, VA
22209-2802

From: Christopher Kalil

Name:

Address: 10241 SW 109 Street

City/State/Zip: Miami Fl. 33176

I am writing this letter to tell you that I support the Collier/Hoover mixed use development plan for Homestead Air Force Base. The Collier/Hoover mixed use alternative development offers a partnership between the environment and the economy. Through creation of a visitor attraction, educational facility and business center, the project will bring jobs and dollars to South Dade without harming the national parks. Please support this proposal. I would not be happy with life in florida if airplanes would be flying over my head of so only. I would also be scared of turkey point getting hit.

Sincerely, Christopher Kalil

Age 11
Grade 5
School Leewood Elementary

Amy E. Lachat
820 Windsor Lane
Key West, FL 33040
(305) 296-5446 / FAX: (305) 296-4040

002029

March 7, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street, Suite 2300
Arlington, VA 22209-2802

To Whom it May Concern.

Greetings from Key West, Florida. I am a full-time employee, voter and homeowner here.

I write IN EXTREME OPPOSITION TO THE PROPOSED COMMERCIAL AIRPORT in the airbase in Homestead, Florida.

I oppose the proposed plan because it is ludicrous to me to put such a use in an extremely sensitive environmental position -- between two national parks! Such an airport would have devastating direct impacts on the wildlife and the waters of the parks as well as of Monroe County, MY COUNTY, right nearby.

In addition to the obvious noise, chemicals and air pollution generated by such an airport, the secondary impacts of more people and associated sprawl would have a very negative effect on this region.

It is absolutely unbelievable to me that anyone would even consider this particular use of this particular parcel of land It is completely incompatible with the surrounding land uses and very complicated land/water restorations occurring in the region.

Please do not approve any such plan.

Sincerely,

Amy E. Lachat

LIVING COLORS NURSERY, INC.
Bromeliads & Orchids

002030

Homestead Seis
AFBCA/PA
1700 N Moore St
Arlington, VA.

Sirs
I cannot believe that an airport IN Homestead would not add to the deterioration of two beautiful, threaten National Parks. The next generation will never know once it is gone, + there is much money to be made, but I strongly believe it would be a tragic mistake

Sincerely
Mitch Rabin (South Dade Resident for 22 years)

AT THE RAINBOW'S END ... LIVING COLORS
19280 S.W. 220 St. • Miami, Fl 33170 • (305)24LOVCO. (305)245-[illegible] Fax (305)2[illegible]
Dade Resident for 34 years
TOTAL P.01

002031

Homestead SEIS
AFBCA / EX,

3/5/00

I am a concerned citizen living near the potential airport in Homestead. I moved down to Homestead from Miami to get away from the hustle and bustle. Now I am living in the potential flight plan of a major airport. The thought makes me ill! How would you like your peaceful neighborhood disrupted by sounds of jetplanes? As I am writing this I have my windows open and all I here is the sound of crickets. I cringe at the thought of this peacefulness being replaced by the sounds of jetplanes! The occasional plane is not a big a deal though the constant sound of airplanes is not what I moved here for. If I wanted to live near an airport I would have moved near Miami International Airport. There is also the air and water quality that needs to be considered However, the most important factor in this whole thing is the Everglades. This is the largest remaining sub-tropical wilderness in the United States. I do not want it destroyed!

A Concerned Citizen,

A McDermott

002032

March 8, 2000

FAX
703-696-8828

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington VA 22209-2802

I am writing to you about the proposed plans for Homestead airport, a huge commercial airport at the edge of the Florida Everglades. Despite its own recently released studies, showing that the airport could cause serious harm to adjacent Everglades and Biscayne National Parks, the U.S Airforce is still not giving up on these plans.

Restoring the Everglades is a cornerstone of the national environmental agenda to be considered in this session of Congress. The proposed Homestead airport, however, is incompatible with plans to restore the Everglades and is an affront to common sense.

If allowed, the Homestead Airport would be the closest major commercial airport to a national park in the United States. It would sit just 1.5 miles from Biscayne National Park and 8.5 miles from Everglades National Park and 10 miles from the Florida Keys National Marine Sanctuary. It would host more than 230,000 flights per year in its first phase (about the size of the San Diego airport). This would be about an average of a plane every minute during daylight hours at low altitudes directly over both parks and the Sanctuary.

Park visitors would be constantly bombarded by the high pitch blasts of engine turbines. There would be extensive damage to the coral reefs in Biscayne National Park and the Florida Keys Marine Sanctuary Fish, mammals and birds in the parks and refuges would be threatened by airport runoff and fuel dumping, and the secondary development that would accompany the airport.

With one flight almost every minute, the airport and surrounding development would emit seven tons of toxic pollutants into the air every day Lead and other hazardous chemicals would wash into the tropical waters of Biscayne Bay. The parks would be filled with airplane noise, and industrial sprawl spurred by the airport in South Florida's last significant swath of open space would reach virtually to the parks' borders.

Sincerely,

Fred Andres
San Bruno Mountain Watch
2413 Carlson Blvd
Richmond, CA 94804

002033

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 3/2/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I am opposed to the commercialization of Homestead AirField Base, for the following reasons:

1. The information detailing its potential harms to the environment i.e. Everglades Nat'l Park and Biscayne Nat'l Park outweigh its potential benefits to the community.

2. The Environmental Impact Statement ~~is more~~ submitted for the project is incomplete, and arguably understates the damage it will do to the surrounding environment.

3. Even the purported use of the base, as a cargo airport will be unacceptable because the Everglades are already in danger of irreparable harm. The presence of an airport in such close proximity to the Nat'l Park much disrupt the necessary balance the Everglades needs to survive.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Roslyn N. Ferguson
ADDRESS/DIRECCIÓN: 6626 NW 47 Lane
CITY/CIUDAD: Lauderdale Lakes, ~~[illegible]~~
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33313

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

Se publicarán sus comentarios en el SEIS FINAL. Favor de no incluir su dirección personal si no desea que esta aparezca en el SEIS FINAL. El hecho de proporcionar esta información es considerado como su consentimiento para publicarla

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Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

002034

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/24/2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I recently visited both Biscayne NP + Everglades NP to enjoy the tranquility + wildlife of both places. What a relief to escape the traffic of the Miami area to such natural oases. I feel that an airport between these two parks would seriously degrade the experience of future visitors, especially since it would affect the most precious resource we have in national parks - the sound of silence. Too much of our every day lives are now surrounded with noise pollution.

Our parks should remain places where natural sounds dominate - the sound of the breeze in the grasses + palms, the sound of birds' wings as they fly, the sound of crickets.

I oppose the airport because it would destroy this experience. & there are so few areas where this experience can still be had.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Rosemary Seifried
ADDRESS/DIRECCIÓN: 4461 Whitman Ave N
CITY/CIUDAD: Seattle
STATE, ZIP CODE/ESTADO, ZONA POSTAL: WA 98103

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AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

002035

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: Feb. 20, 00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I live in Key Largo and I am opposed to the Homestead airport for the following reasons
It's an outrage that a Jet port would be situated between 2 National Park also not mentioned is the close proximity of the National Marine Sanctuary, John Pennekamp Park North Key Largo Harbwood Hammock
There is an alternative plan for JABS — the Hoover College plan

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: FRED NICKERSON
ADDRESS/DIRECCIÓN: 128 MARINA AVE
CITY/CIUDAD: Key Largo, FL
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33037

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

Se publicarán sus comentarios en el SEIS FINAL. Favor de no incluir su dirección personal si no desea que esta aparezca en el SEIS FINAL. El hecho de proporcionar esta información es considerado como su consentimiento para publicarla

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Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

002036

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/20/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Dignity
Respect
Support OLD MEN DISPOSING THEIR AGING
and filled with HATE FOR
LIFE + BEAUTY.
HATE + FEAR OF DEATH =
DISPOSING HEALTH + YOUTH.
Respect
"DIGNITY FOR L AM important."

MIAMI LATIN PAYBACK BY RANCID DECAYING MEN:
ENOUGH: MIAMI IS NOT a
LATIN AM City IT IS AN
AMERICAN CITY

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: JOY BERALL
ADDRESS/DIRECCIÓN: POB 3134 1
CITY/CIUDAD: Key Largo
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33037

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Arlington, VA 22209-2802
FAX: 703-696-8828

002037

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2-20-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

We in Key Largo are totally opposed to the use of Homestead AIRFORCE BASE as a commercial Airport. We don't want the noise, the pollution, the traffic, or the damage to our environment

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: James Wood
ADDRESS/DIRECCIÓN: 291 ST. Thomas Ave
CITY/CIUDAD: Miami
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33037

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

002038

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2-20-2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

The PEOPLE OF SOUTH FLA ARE IN The PROCESS OF SPENDING MILLIONS TO CLEAN UP OUR LOCAL WATER - FOR DRINKING & ALSO FOR LOCAL OFFSHORE WATER

IT IS IMPOSSIBLE TO IMAGINE The DAMAGE This PROPOSED AIR PORT WOULD DO.

PLEASE NO, COMMERICAL AIRPORT @ Homestead Air Force Base

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: J.D Thompson
ADDRESS/DIRECCIÓN: 876 ELLEN DR.
CITY/CIUDAD: Key Largo
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FLA 33037

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/20/2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I do not support development of a commercial airport at Homestead Air Reserve Base. Homestead will not be a pleasant place to live if air and noise pollution increase. A commercial airport will decrease our quality of life, increase traffic, and significantly impact our natural resources. Please consider other options for development at the Air Reserve Base

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Eric Jorczak
ADDRESS/DIRECCIÓN: 20 SW 2nd Ave
CITY/CIUDAD: Florida City
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33034

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2-20-2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

THE SURROUNDINGS ARE EXTREMELY SENSITIVE TO BOTH ENVIRONMENT AND HUMANS
IT IS MY JUDGEMENT THAT A COMMERCIAL AIRPORT WOULD CERTAINLY DESTROY THE BALANCE THAT NOW EXISTS.
THE AREA IS SO BEAUTIFUL AS IT IS TODAY.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Bob Ashcraft
ADDRESS/DIRECCIÓN: 7700 SW 56 Ave
CITY/CIUDAD: So. Miami, ~~Fla~~
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33143

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Thank you for your input
Gracias por su participación

DATE/FECHA: _____

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I don't want an airport because we don't need it and it will hurt 2 national parks. We can do better than simply fall victim to HARJ.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Greg Bush
ADDRESS/DIRECCIÓN: 6261 Coral Lake Dr
CITY/CIUDAD: Miami Fl
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33155

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/20/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

At times, no action is the best action. Development of Homestead AFB as a commercial airport is wrong. We have already impacted the water flow into the Everglades + Biscayne Bay through canals dug in to drain the Everglades for progress. We are now spending billions to undo it. Virtually a toxic dump and power plant are predominant on the landscape. Since we have encroached on these National Park Treasures by destroying the water and the visual landscape. The only thing left to ruin is the soundscape. An increase by a factor of air operations will be the final blow to these beautiful parks. Therefore just leave the status quo. Don't develop it. Keep it as is for National interests only.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Cindy Winkelmann
ADDRESS/DIRECCIÓN:
CITY/CIUDAD:
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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Thank you for your input
Gracias por su participación

DATE/FECHA: FEB. 20th, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I, BRUCE REEP, 48 YEARS OLD, HAVE BEEN AN AND CERTIFIED SCUBA DIVER SINCE 1963, 37 YEARS. ALSO A SAILOR, & BOATER IN THE SOUTH BISCAYNE BAY AREA (ESPECIALLY) FROM KEY BISCAYNE SOUTH TO KEY WEST.

I, THROUGH THE YEARS WATCHED VIBRANT TRIUMPH PARKLE, AND EACH SUBSEQUENT REEF'S "DIE OFF" FROM POLUTION, OVER FISH/DIVING DURING THE EARLY 70'S (SEVENTIES). TO THESE DAYS, NOW THESE REEFS HAVE NOT COME BACK.

THERE ARE MANY REPORTS OF THE VAST AMOUNT OF DRAINAGE CANALS SURROUNDING THE DADE-COUNTY / MIAMI GOVT. DISCRACEFUL RECORD OF POLUTION VIOLATIONS THAT SURROUND THE MIAMI, FLA INTERNATIONAL AIRPORT. I DEMAND THAT THAT U.S.A. AIRFORCE-S.E.I.S. PROCESS IS NOT A SINCERE STUDY, WITHOUT A SOUND SCIENTIFIC BACKGROUND UNLESS THEY DO A PROPER STUDY & EVALUATION, THAT THE SAME COUNTY LOCAL GOVT. HAS NEGLECTED IN CONTROLLING & SAFE GUARDING THE CANALS THAT SURROUND THE MIAMI-/INTERNATIONAL AIRPORT. I DEMAND & EXECT TO HERE A REPORT FROM THE S.E.I.S. EVALUATIONS OF M.I.A. PLEASE MAIL IT TO ME BEFORE YOU MAKE A DECISION

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: BRUCE REEP
ADDRESS/DIRECCIÓN: 3530 E. FAIRVIEW STREET
CITY/CIUDAD: COCONUT GROVE, (MIAMI) FL.
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FLORIDA 33133

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Thank you for your input
Gracias por su participación

DATE/FECHA: _____

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

We are opposed to putting a major commercial airport at the former HAFB.

We support the proposed Collier Plan.

We own 10 Acres adjacent to the airforce property and are owners of other acreage here.

We have lived all our lives in this County. Please don't let our beautiful south Dade turn into such a commercial zone as the proposed airport

Protect our parks with a compatible plan.

We invite you to our 10A to hear the noise there when aircraft take off from the Base !!!

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Joyce Gann Donald Gann
ADDRESS/DIRECCIÓN: 22145 SW 154 Ave
CITY/CIUDAD: Goulds,
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Fl 33170

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Thank you for your input
Gracias por su participación

DATE/FECHA: 20 Feb 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

The most valuable legacy of military establishments is their removal from ordinary commercial development. Upon decommissioning their most valuable contribution to society and the environment is to protect them as open spaces safe from development - an example would be the Presidio of San Francisco.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Helen Lofgren
ADDRESS/DIRECCIÓN: 47 Albion Rd
CITY/CIUDAD: Halifax, Nova Scotia, Canada
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/20/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

There are so few beaches/parks that are free of the deafening noise of airplanes flying overhead - most of the beaches in Miami suffer from this problem.

Furthermore, Florida has not done a good job of protecting its natural beauty. There has got to be a better place to put an airport than right next to Biscayne National Park.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Carl Gay
ADDRESS/DIRECCIÓN: 4142 N Jefferson Ave #3C
CITY/CIUDAD: Miami Beach Fl 33140
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/20/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I am opposed to the airport plan and wish to voice my concerns over this proposal. According to the National Parks and Biscayne Bay, I believe it "would" airport be given to an entity with no airport experience is beyond absurd. Further, alternative uses of this property that lack environmental impact will lead to the goal of additional jobs for the local economy.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Katherine Murphy
ADDRESS/DIRECCIÓN: 9748 SW 125 Terr
CITY/CIUDAD: Miami Fl
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33176

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2-20-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

The airport will without any doubt destroy the beauty of Biscayne Bay Park with noise and ground pollution

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Benjamin Verloop
ADDRESS/DIRECCIÓN: 9905 SW Bay Ave
CITY/CIUDAD: Miami Fl 33156
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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Thank you for your input
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DATE/FECHA: 2/20/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

TO THE AIRFORCE COMMAND:
THE PEOPLE of THE UNITED STATES
OWN THIS AIRBASE — SOUTH FLORIDA
IS OVERPOPULATED & SUFFERING WATER
SHORTAGES — RETAIN THE AIRBASE
TO PROTECT THE CURRENT POPULATION
AND TO AVOID DAMAGING TWO NATIONAL
PARKS / BISCAYNE & EVERGLADES
THINK of OUR FUTURE!

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MAS ESPACIO****

NAME/NOMBRE: JOYCE TAMNOW
ADDRESS/DIRECCION: 531 E. McNATT ROAD
CITY/CIUDAD: POMPANO BEACH
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33060

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2-20-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

The Florida Keys, the Everglades, our Redlands, and our National Parks are treasures that we must not destroy. Please do not be a part of the destruction of these irreplaceable natural resources. There are alternatives to an airport in this area. Please pursue these alternatives.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MAS ESPACIO****

NAME/NOMBRE: Mrs Nelda Thompson
ADDRESS/DIRECCION: 875 Ellen Drive
CITY/CIUDAD: Key Largo
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33037

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Thank you for your input
Gracias por su participación

DATE/FECHA: February 14, 200

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I have lived in South Florida 42 years. My children grew up with the natural wonders here. I would like for these unique gifts of nature — reefs and Everglades — to be here for my grandchildren. The two National Parks could save and preserve these treasures.
The Homestead Airport plan threatens these two National Parks. And, the concurrent growth around such an airport would so impact the flora and fauna that the these natural environments would be lost.
Reading the impact studies affirms the impossibility of both airport and secure National Parks.
Let our grandchildren have their heritage!

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MAS ESPACIO****

NAME/NOMBRE: Genevieve O. Gillen
ADDRESS/DIRECCION: 325 Alesio Ave
CITY/CIUDAD: Coral Gables
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Florida 33134

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/14/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

GIVE AFB TO BISCAYNE NATIONAL PARK.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MAS ESPACIO****

NAME/NOMBRE: J. ERNESTO BRITO
ADDRESS/DIRECCION: 2425 SW 21 ST
CITY/CIUDAD: MIAMI
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33145

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Thank you for your input
Gracias por su participación

DATE/FECHA: Feb. 13 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I am opposed to Homestead Air Reserve Base being used as a Commercial airport. The long term value of protecting the two nearby national parks - the Everglades and Biscayne and their value to the economy of Miami-Dade County and future eco-tourism far outweighs the short term economic gain of a commercial airport.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Carol R. Von Arx
ADDRESS/DIRECCIÓN: 5003 SW 71 Pl
CITY/CIUDAD: Miami
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33155

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Thank you for your input
Gracias por su participación

DATE/FECHA:

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

The proposed airport according to the Air Force/FAA Study will result in the development of thousands of acres of agricultural land & wildlife habitat surrounding the base.
The proposed airport will be an air pollution source equivalent to a large power plant. Such pollution is a significant interface in water pollution into the tropical waters of Biscayne National Park will surely occur.
We must learn to live among the species of our land, not destroy them.
I desire that that people are aware that the proposed airport is just 2 miles from Biscayne National Park, 6 miles from Everglades National Park, 3 miles from Turnpike National Marine Sanctuary. The impact on future generations will be tremendous if the airport is developed. (NEGATIVE)

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Linda C. Von Cannon Col. USAFRes
ADDRESS/DIRECCIÓN: 4216 Braganza St
CITY/CIUDAD: Miami, Fla
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33133

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

002055

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/13/2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I'm opposed to the airport.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Ralph Smith
ADDRESS/DIRECCIÓN: 950 E Bayharbor Dr.
CITY/CIUDAD: Bayharbor Sh
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33154

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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002056

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/14/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I object to the proposed development project by the Homestead Air Base Developers, Inc. This proposed use is bad for the environment and bad for Dade County's future economic development.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Juan C. Antonez
ADDRESS/DIRECCIÓN: 15 Madeira Ave., Apt. 2
CITY/CIUDAD: Coral Gables
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Florida, 33134

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2-14-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I don't WANT A commercial Airport BUILT between 2 NATIONAL Parks.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Maureen McKeon
ADDRESS/DIRECCIÓN: 301 Jefferson Ave 2A
CITY/CIUDAD: Miami Beach
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33139

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/14/2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

The planned airport at Homestead will reduce the quality of life in Everglades National Park, Biscayne National Park and the Florida Keys National Marine Sanctuary due to increased noise, air pollution and water pollution. I've the projected economic profit, ignore the devastating environmental impact of this project. Clearly the "mixed use" alternative suggested by the EPA and other groups will yield as much profit and be far more beneficial to all surrounding areas. The development of a commercial airport at the air base should be unacceptable. Any short sighted decision considering other alternatives. Thank you.

Roberta Newby

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Roberta Newby
ADDRESS/DIRECCIÓN: 1236 So. Alhambra Cir.
CITY/CIUDAD: Coral Gables.
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33146

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/14/2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I don't want an airport in between my national parks.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Maria A. Antunez
ADDRESS/DIRECCIÓN:
CITY/CIUDAD: Coral Gables.
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33134

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/14/2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I am totally against the commercialization of the old Homestead Air Force Base. I don't pretend that the Everglades National Park or Biscayne National Park would be the same with hundreds of airplanes taking off every minute. And, how about the pollution that all these planes will cause - I've been here since 1950 + I remember when Blue Lagoon by the Miami International Airport was crystal clear - Now you can't even see the water, just a dirty pollution ring around it. Is this what we want for our precious Everglades?

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: GERMAINE TILNEY
ADDRESS/DIRECCIÓN: 4230 DOUGLAS ROAD
CITY/CIUDAD: COCONUT GROVE, FL 33133
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33133-6845

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002061

Written Comment Sheet - Hoja para Comentarios por Escrito
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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/15/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I do not feel that an airbase would benefit the Homestead area because the pristine land that surrounds & abuts the area (Everglades) would be contaminated & the beautiful water would be ruined. I feel that the jobs that would be provided to the base would cause traffic congestion, over population & unreasonable pressure on the city & the surrounding area.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Madeline Reis
ADDRESS/DIRECCIÓN: 7777 W. Camino Real Ech8
CITY/CIUDAD: Miami
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33143

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002062

Written Comment Sheet - Hoja para Comentarios por Escrito
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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/14/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

According to the Air Force/FAA study, the airport will also result in the development of thousands of acres of agricultural land and wildlife habitat surrounding the base.
Just 1.5 miles from Biscayne National Park and 6.5 miles from Everglades National Park, the proposed airport will not comply with the National Park Systems standards for airplane noise in national parks. With one flight overhead every minute, there will no longer be a significant "natural quiet" resource left in the State parks. Please do the right thing & honor the established standards regarding airplane noise in national parks.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Sara Montgomery
ADDRESS/DIRECCIÓN:
CITY/CIUDAD:
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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Thank you for your input
Gracias por su participación

DATE/FECHA:

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

We have many airports we have only one Everglades Yet, one gone is gone forever. Building more airports is like building more freeways; they will attract more people & fill up quickly and we will end up desire as congested as we are now. More airports is not the answer, especially if it means the destruction of the world's heritage. Let us leave our grandchildren a glorious wilderness. Posterity will not thank us for another airport

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Dolly Katz
ADDRESS/DIRECCIÓN: 6770 Indian Creek Dr #15E
CITY/CIUDAD: Miami Beach
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33141

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/14/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

As a Sierra Club member, and a native of Miami I'm strongly opposed to a comercial Airport at the former Homestead airforce base. Our community of Dade County, Florida has rapidly become developed - too developed, depleting our beautiful environment polluting the air + water + lowering quality of life very unpleasant. We must preserve what's natural, the home of many beautiful birds + Animals - the Everglades Nat'l Park + Biscayne Nat'l Park. It would destroy these beautiful places if an airport were to be built smack in the middle of both parks

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Judy Kuchta
ADDRESS/DIRECCIÓN: 4232 N. Ocean Drive
CITY/CIUDAD: Hollywood Fl 33019
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Fl 33019

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Written Comment Sheet - Hoja para Comentarios por Escrito
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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/20/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I do not support development of the "former" Homestead air force base into a commercial airport. I value greatly natural spaces & natural parks. We have 2 unique ones right nearby – Biscayne Bay Nat'l Park & the Everglades National Park – and we continue encroaching on them & threatening their sustainability. An airport will necessarily bring along with it the all-too-familiar ~~that~~ development with short-term objectives in mind – fast-food, gas stations, etc. Growth of some sort is necessary for an economically vibrant city, BUT the key is making it attractive and useful in the long-term, while treasuring and protecting our natural heritage. The airport proposal will bring less than desirable growth (unsightly & junky?) and harm this national parks that deserve so much more rigorous protection.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Nada Harkinney
ADDRESS/DIRECCIÓN: 13299 Blue Diamond Pl
CITY/CIUDAD: West Palm Beach,
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33414

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/23/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

NO – I don't want to have to hear it !!!
Also – it will not create a better quality of life for the people in Homestead or the upper Keys.
Use the alternatives !! This park area + Everglades is over stressed already!!
Slow Down !!!!!

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Frieda Feldman
ADDRESS/DIRECCIÓN: 14 Gayton Pl
CITY/CIUDAD: Key Largo Fl 33037
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2-22-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Loretta Westphal

NOT
A
AIRPORT

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Loretta Westphal
ADDRESS/DIRECCIÓN: 99 Moore Ln
CITY/CIUDAD: Key Largo,
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33037

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Thank you for your input
Gracias por su participación

DATE/FECHA:

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

The sound of airplanes over the Keys is not conducive to life in the Keys, nor, for the more commercially minded, our tourist driven economy. Tourists would close their tropical island feel with planes overhead. Leave our Keys alone.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Filippa Ala Torre
ADDRESS/DIRECCIÓN: 117 Navajo St.
CITY/CIUDAD: Torpriep Ala
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33070

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2-26-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I'm against an airport at the Homestead Base, bad air, noise & traffic is not what the environment needs.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Fran Blue
ADDRESS/DIRECCIÓN: 117 NAVARO ST
CITY/CIUDAD: TAVERNIER
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL - 33070

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Thank you for your input
Gracias por su participación

DATE/FECHA: Feb 26, 00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

OPPOSED TO HAVING AIR FLIGHTS OVER THE KEYS AND the 2 BEAUTIFUL PARKS - EVERGLADES AND BISCAYNE PARKS.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: BERT SCHULMAN
ADDRESS/DIRECCIÓN: 706 NORTH EMERALD DRIVE
CITY/CIUDAD: Key Largo Fla
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33037

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Thank you for your input
Gracias por su participación

DATE/FECHA: 2/29/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I AM DEFINITLY AGAINST THE NOISE THAT WOULD BE GENERATED AS WELL AS THE ECOLOGICAL DAMAGE THAT WOULD RESULT TO THE STATE PARKS

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Ed Lewen
ADDRESS/DIRECCIÓN: 1204 CALDER Rd
CITY/CIUDAD: Key LARGO
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33037

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FAX: 703-696-8828

002072

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 3-1-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

To upset the ecological balance in such a fragile and rare environment for the sole financial interests of a few is criminal. Jobs & economic growth can be supported with a mixed-use facility.
But future generations need to enjoy something so rare & precious - Forget special interest for financial gain - think special interest for the future of environment.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Lyn Ambridge
ADDRESS/DIRECCIÓN: 24 Bay Ridge
CITY/CIUDAD: Key Largo
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33037

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Thank you for your input
Gracias por su participación

DATE/FECHA: 3-3-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

The proposed airport would further deteriorate the quality of life in Homestead, Florida City, and the Upper Keys. Another more ecologically sound way to find jobs for people can be found.

Please no commercial airport!

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Susan Greenwalt
ADDRESS/DIRECCIÓN: 163 Jasmine St
CITY/CIUDAD: Tavernier
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33070

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B-11 Bloss

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 3-3-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

To whom it may concern,
I must implore of you that you do not build a commercial airport at the current Air Reserve Base. The noise increase would be unbearable to those of us in the Keys. It is estimated that a major plane would be flying over every minute. This brings a plethora of pollution, both noise and waste. The noise would make life unbearable for wildlife, residents and tourists. Affecting the two main sources of our economy: tourism and commercial fishing. The pollution from the dumped gas would have similar if not more severe effects. There are other ways to provide jobs to those in Homestead.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Bill Bloss
ADDRESS/DIRECCIÓN: 534 Palm Dr
CITY/CIUDAD: Key Largo
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL, 33037

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Thank you for your input
Gracias por su participación

DATE/FECHA: 3-3-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

To whom it may it concern:
I do not agree to have an airport in Homestead. For one reason I will be way to noisey I am not wanna her planes flying around while I'm trying to sleep. Also, I do not want to see all of that extra gas being dump into our water. Plus, our air will be polluted. I do not see any positive points about having a airport in Homestead. It will pollute our air and water, and make extra noise we don't need. An airport in Homestead is not a good idea.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Danielle Bosworth
ADDRESS/DIRECCIÓN: 329 Mahogany Dr.
CITY/CIUDAD: Key Largo
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33037

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Thank you for your input
Gracias por su participación

DATE/FECHA: 3/1/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

If an international airport were built at Homestead Air Base their would be devastating effects on the environment, with one flight every minute. The airport and surrounding development would emit several tons of toxic pollutants into the air everyday, lead and other hazardous chemicals would wash into the tropical waters of Biscayne Bay. The parks would be filled with airplane noise and industrial sprawl would literally reach all the way to the parks borders. I believe that this airport should not be built but if it is, it should be for commercial and residential use so that it would be less harmful.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Robby Fernandez
ADDRESS/DIRECCIÓN: 363 Loeb Ave.
CITY/CIUDAD: Key Largo
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33037

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Thank you for your input
Gracias por su participación

DATE/FECHA: 3-3-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

To whom it may concern
I personally do not think that it would be a good idea to put in a new airport. I think that there would be more accidents (caused by traffic) causing death and injuries. I also think it would be really loud. Also it was harm the everglades. And other things having to do with nature. I think that people can just drive the extra miles or going to a different airport instead of having the loud noise or ruining the everglades - more than it already is.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Melissa Pyzia
ADDRESS/DIRECCION: 1500 Ocean Bay Dr. K3
CITY/CIUDAD: Key Largo
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Florida 33037

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Written Comment Sheet - Hoja para Comentarios por Escrito
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Thank you for your input
Gracias por su participación

DATE/FECHA: 3/01/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

To whom it may concern.
I feel that your proposed plan to construct a commercial airport in Homestead would be detrimental to the South Florida community. We already have Miami, one of the most industrial and commercial cities in the nation to take a toll on our environment. Miami's traffic is about the fifth worse in the nation. To double this traffic congestion with another airport would be a tremendous burden. People often flee South of Miami to get away from all of the "big city" troubles, therefore, they would have to drive all of the way to Key West to get a way from the potential "big city" troubles that could inhabit the Homestead Area. Finally, I would kindly ask for a second thought to reconsider the proposed airport. South Florida does not need extra pollution, noise, congestion, etc. All of these negative troubles that can create stress.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Carmen E. Serrano
ADDRESS/DIRECCION: 101551 Overseas Hwy.
CITY/CIUDAD: Key Largo, FL
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33037 U.S.A.

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Ben Zochowski

Written Comment Sheet - Hoja para Comentarios por Escrito
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Thank you for your input
Gracias por su participación

DATE/FECHA: 3-3-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I don't think we shold have a airport built so close to Key Largo. Alot of people moved to the small island of Key Largo to get away from the noise. But if you put the airport so close there will be alot of noise. I know for sure that the people of Key Largo will move and the Key's population will drop.
I think I wold want to move out of florida too; when you have a airplane would be going by every five minut. Also when the planes land they will be droping the extra jet fuel, and by doing that it will pollute our water and kill reefs.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Ben Zuchowski
ADDRESS/DIRECCION: 553 Palm Drive
CITY/CIUDAD: Key Largo, Monroe
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL, 33037

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Thank you for your input
Gracias por su participación

DATE/FECHA: 3/3/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

If the airport is allowed to be built, then a number of negative factors will impact the surrounding areas. For one, there will be more air pollution as well as noise pollution. The traffic will definitly increase, causing the likelihood of more accidents and more deaths that could have been avoided. Also, this would add more tourists and new residents to an already overpopulated area. As a result of these negative effects, the airplane should not be built.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Melissa Weaver
ADDRESS/DIRECCION: 131 Mohawk Street
CITY/CIUDAD: Palmetto
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Florida, 33010

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Written Comment Sheet - Hoja para Comentarios por Escrito
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Thank you for your input
Gracias por su participación

DATE/FECHA: 3/1/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I think If there is an airport close To The Keys Then all The Keys and The wildLife will Die out ~~case~~ cause Of Noise of The gas That The planes put out Before They Land and also it will get The Town of homestead very over Populated and not clean

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Christopher Sullivan
ADDRESS/DIRECCIÓN: 126 Lowe street
CITY/CIUDAD: Tav
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Fl 33070

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Written Comment Sheet - Hoja para Comentarios por Escrito
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Thank you for your input
Gracias por su participación

DATE/FECHA: 3/1/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I oppose the development of the Commercial Airport because the amount of problems it can bring. For example, the pollution of the airplanes that fly over will cause problems and deticiorate the everglades. Also affect the food and water that the creatures get from the everglades. The pollution can also affect the water around the keys, polluting the water and possible bringing diseases to fish and organisms that live within the water

Looking at what can happen, it doesn't seem like the greatest idea to proceed with this development. Can bring future major problems to this environment affecting the water we drink and the food we eat.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: George M Landrio
ADDRESS/DIRECCIÓN: 766 Buccaneer Trail
CITY/CIUDAD: Key Largo
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Fl 33037

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Thank you for your input
Gracias por su participación

DATE/FECHA: 3/1/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I don't think there should be an airport in Homestead, Fl. It begin with the noise will be a problem from Key West to Key Largo. I don't feel like a plane flying over my house minute. This will affect all the school with teacher trying to talk over an high noise. Another reason is the pollution. I would like the wind take out all the chem. in the air to clean. How is an airport to burn non visible and gen chemicals pollute them. Imagine all airports have many cruises on the weight on airport. I don't want to go home with a plane inside my house. In conclusion, I think this is a bad idea. I may agree for everyone with ~~[illegible]~~ I say the airport is needed will affect the environment and the people.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: George Crompton II
ADDRESS/DIRECCIÓN: 966 Anne Dr.
CITY/CIUDAD: Key Largo
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Florida, 33037

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Thank you for your input
Gracias por su participación

DATE/FECHA: 3/5/

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I Personally would not like to see A Commercial Airport established At the AFRB Are. Reason is Because of the Fact that there are Many Smaller Airport And I being a student Pilot would not like to be Affected in the Future by this. It would cost for our Restricted Airspace and regulation and since we already have M.I.A so close I see no need for Another one. There is also a Pollution Factor to consider. and being so Close to the everglades this would not be a Good Idea.

Thank you For your time.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Anthony R. Hughes
ADDRESS/DIRECCIÓN: Po Box 1836
CITY/CIUDAD: Key largo
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Fl. 33037

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Thank you for your input
Gracias por su participación

DATE/FECHA: 08 | 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

It absolutely does not make any sense to build a commercial airport next to two beautiful national parks. By all means, stop the airport!
M.E.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Solange Hatta
ADDRESS/DIRECCIÓN: 3107 Grand #306
CITY/CIUDAD: Coconut Grove
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33133

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Thank you for your input
Gracias por su participación

DATE/FECHA: Feb 20, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

AS A RESIDENT OF THE REDLANDS AND A LOVER OF THE EVERGLADES I OPPOSE THE PROPOSED COMMERCIAL AIRPORT. IT WILL NEGATIVELY AFFECT THE ENVIORNMENT ~~AT THE GLADES RECARD~~ THE ~~ENVIRONMENT~~ BO AND HELP LINE THE POCKETS OF THOSE WHOSE GOALS ARE FINANCIAL AND SELF SERVING. THE HOOVER-COLLIER ALTERNATIVE PROPOSAL WILL CREATE JOBS WITHOUT THE (OVER)

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: DANIEL HOLNES
ADDRESS/DIRECCIÓN: 23051 SW 182 Ave
CITY/CIUDAD: MIAMI
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33170

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CONCOMITANT ENVIORNMENTAL DESTRUCTION. I SUPPORT THEIR PROPOSAL AS A SENSIBLE COMPROMISE.

002087

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Thank you for your input
Gracias por su participación

DATE/FECHA: 1-20-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

We do not need jet planes between Biscayne National Park and the Everglades National Park. This is about the greed of a few people who are ignoring our responsibility to future generations.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Meg Holderman
ADDRESS/DIRECCIÓN: 228 Westwood Dr
CITY/CIUDAD: Key Biscayne Fl
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33149

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Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

P.01

002100

PROPOSED USE OF FORMER HOMESTEAD AIR FORCE BASE

This is to register my disapproval of the proposed use of the former Homestead Air Base as a substantial sized commercial airport. My opposition to the proposal is based upon the SEIS report.

I am a resident of the Florida Keys. Having an airport closer to us would be a great convenience, but I believe the SEIS report demonstrates that such an airport is unnecessary. It also indicates the proposed airport would be a significant polluter of the area and of the abutting National parks. As unsavory a picture as the SEIS reveals, it seems to significantly understate the negative impact of an airport on the environment.

Data presented in the SEIS indicate the airport is unnecessary.

The SEIS indicates that three other Miami-Dade airport facilities (Opa Locka, Opa Locka West and Tamiami-Kendall) will only be sixty percent utilized in 2028. Combined, the three airports will have four times as much unused capacity as Homestead is proposed to use.

Miami-Dade County estimates indicate that in 2015, the proposed facility will handle only two percent of the commercial airline passengers arriving or departing Dade County. It hardly seems worth building terminal facilities to handle two percent of the county's airline passengers.

The SEIS clearly points out the hazards which significant air traffic and the ground based activities to support it will bring to the South Dade County region and to the National Parks which abut the town of Homestead.

It appears to be bad public policy to construct a transportation facility, which would pollute to the degree that the planned facility anticipates. In 2015, the SEIS estimates that the proposed airport related activities will release twelve thousand pounds of carbon monoxide each day. Twelve thousand pounds equates to three pounds of CO for every passenger traveling through the proposed Homestead facility. Similar raises apply to at least five other noxious gases. The price paid in pollution does not appear to be justified by the traffic anticipated.

Two National Parks and several other environmentally protected areas would be significantly and detrimentally impacted by traffic from the proposed airport.

- Biscayne Bay National Park would be exposed to an overflight for every two minutes of daylight. Sound levels would approach 70 decibels. Can you imagine what it would be like to have a low-level flight over Yosemite every two minutes?
- Nitrogen deposited on Biscayne Bay would increase by over twenty five percent.
- There would be similar, but somewhat less deleterious effects on the Everglades National Park, seemingly running counter to the multi-billion dollar effort to reverse the ecological harm that park has experienced in the past fifty years.

A cursory analysis demonstrates the SEIS underestimates the impact the airport will have in the region. The following cite a few examples of why I believe so.

The SEIS is based upon an unrealized complement of planes, which will never materialize. For example, turboprop planes are estimated to account for 60% of commercial operations at the proposed facility. Today, many airlines are eliminating turboprop planes from flying flight legs much shorter than those anticipated for Homestead.

As high as the estimates are for the emissions of noxious gases, they do not include ANY emissions from aircraft which would be replacing flights from Miami International. The SEIS rationale is that the flights would just replace them over the country. That is like saying it makes no differences if we build noxious gas emitting plants next to Yellowstone Park or forty miles away. It DOES make a difference!

The estimates for ground traffic in and out of the airport are significantly understated.

- The SEIS estimates for ground traffic to and from the proposed airport were reduced to reflect traffic defeating measures such as high parking fees, bikeways and intelligent traffic signals. If you are aware of such strategies reducing automobile traffic in other airports, I would like to be informed of them. Airports broad congested traffic that bike paths and high parking fees do not discourage. It seems very naive to assume the proposed Homestead facility will be an exception to that unfortunate fact.
- The SEIS estimates that the only incremental traffic in the area will be that going to or from the airport. Experience in other communities and in similar circumstances indicates that six to ten trips per day per employee are common. The SEIS does not anticipate this traffic flow or the pollutants it will bring to Homestead and the parks area.

It would seem preferable to develop the former airbase as a mixed-use facility.

The SEIS report indicates such development would bring less than one-eighth as much pollution as would the proposed airport.

One would expect the proposed aquarium and research facility would bring higher caliber jobs to a community, which badly needs them.

An aquarium and other tourist related facilities could enhance the area's appeal as an ecotourism attraction.

002103

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: March 6, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

To Whom It Concerns,

Since I never got the chance to speak at the series of public hearings, here's my written comments.
One of my major concerns is that the airport proposals traffic path/pattern not only encircles our two National Parks, but flies within a five mile radius of a nuclear power plant. As air pollution has no boundaries, nor will a plane accident. I feel this is down played in your report and needs to most definately be revisited and brought to the publics attention.
Another point I would like to make is that of limitations. Is it so unheard of to simply limit ourselves? How many more flights do we need? If I can't get on the flight I prefer, I get another choice, and take it.
I urge you to support an alternative to the development of a commercial, or other, airport at the Homestead Air Force Base.
Thank you for your consideration and concern!

Amy Creekmur

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Amy Creekmur
ADDRESS/DIRECCION: 9000 SW 156 Street
CITY/CIUDAD: MIAMI
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL, 33157

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

Becky-

002121

MICHAEL E. WATKINS
Attorney at Law
P. O. Box 901729
Homestead, FL 33090-1729
Phone (305) 248-3979
Facsimile (305) 247-3231

March 3, 2000

FAXED TO: 1-703-696-8828
Original will NOT be mailed

AFBCA/EX
1700 N. Moore Street
Suite 2300
Arlington, VA 22209-2802

Re: SEIS-Homestead AFB
Commercial Airport

Dear Sir:

Please be advised that I live approximately seven miles Northwest of the Homestead Air Reserve Base (formerly Homestead Air Force Base).

My wife and I support its redevelopment as a commercial airport.

Very truly yours,

Michael E. Watkins
16881 SW 266 Terr.
Homestead, FL 33031

002124

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: _____

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Michelle Jones Please do not dot destroy more of our native wildlife and habitat to build another airport we don't need.

Fatima de Fieites I am concerned with the wild life population that could disappear in case of an airport construction

Debalina Ghosh I think we need to preserve the natural wildlife and prevent environmental pollution of any kind which will certainly be caused if this airport is constructed

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: _____

ADDRESS/DIRECCIÓN: _____

CITY/CIUDAD: _____

STATE, ZIP CODE/ESTADO, ZONA POSTAL: _____

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AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

002125

Homestead SEIS
AFBCA/EX
1700 North Moore St.
Suite 2300
Arlington, VA 22209-2802.

Greetings

I am writing to express my opposition to the Air Force's plan to transfer the former Homestead Air Reserve Base to Dade County, Florida for development into a major international airport. I ask you to stop this plan from going forward

The recently completed Supplemental Environmental Impact Statement and other studies show that the proposed Homestead airport would have devastating consequences for adjacent Everglades and Biscayne National Parks. It's inconceivable to me that fragile and highly endangered national parks – such as these are – would be subjected to heavy industrial development at their very edges. I strongly value and firmly support protecting our national parks. As a Floridian, I treasure the quiet and calm of these unique south Florida ecosystems.

The Air Force study also concludes that there are realistic mixed-use alternatives that would create nearly as many jobs and would have substantially less harmful environmental consequences.

Please follow the advice of Interior Secretary Babbitt and EPA Administrator Browner, and follow my wishes and those of Americans who treasure their national parks. Abandon this airport development plan and refocus your efforts on smarter, more complementary mixed use alternatives.

Sincerely,

Patrick Salsich

Patrick Salsich
1361 SW 17th ST
Boca Raton, FL 33486

MAR 3'00 12:09 FR IBM WPB 561 615 7007 TO 917036968828 P.02/02

002126

Nada L. MacKinney
13299 Blue Diamond Place
West Palm Beach, FL 33414

March 3, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

Dear Sir or Madam:

I am writing to express my opposition to the Air Force's plan to transfer the former Homestead Air Reserve Base to Dade County for development into a major international airport. I ask you to stop this plan from going forward

The recently completed Supplemental Environmental Impact Statement and other studies show that the proposed Homestead airport would have devastating consequences for adjacent Everglades and Biscayne National Parks. It's inconceivable to me that fragile and highly endangered national parks – such as these are – would be subjected to heavy industrial development at their very edges. I strongly value and firmly support protecting our national parks. As a Floridian, I treasure the quiet and calm of these unique south Florida ecosystems.

The Air Force study also concludes that there are realistic mixed-use alternatives that would create nearly as many jobs and would have substantially less harmful environmental consequences.

Please follow the advice of Interior Secretary Babbitt and EPA Administrator Browner, and follow my wishes and those of Americans who treasure their national parks. Abandon this airport development plan and refocus your efforts on smarter, more complementary mixed use alternatives.

Sincerely,

Nada L. MacKinney

Nada L. MacKinney

cc: President Bill Clinton
Vice President Al Gore
Senator Connie Mack, Florida
Senator Bob Graham, Florida
Representative Mark Foley, Florida

** TOTAL PAGE.002 **

March 2, 2000

Homestead SEIS, AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802

002127

Will you please lend your support both vocally + in your actions to the effort to stop the proposed reliever/cargo airport at the former Homestead Air Force Base.

This is an area that has been abundantly blessed by nature with the Everglades to the west + Biscayne National Park to the east yet it seems to be treated as the "armpit" of Florida. It is the gateway to the Keys with most tourists going through without seeing the natural beauty of the area. For years the area politicians have been so eager for development that they have allowed + even sought a nuclear power plant, a dump + a race track among other things. The area surrounding a cargo airport would be a further blight. There is however, a far more especial + attractive alternative -- the Homer Collier Development plan with an aquarium, education center, office buildings, hotels + golf courses. Anyone who listens to what they are offering + yet favors the airport, would seem to be not too intelligent, or amoral, or greedy, or in political debt. Although the area does need economic development, a dirty airport would be likely another taxpayer burden (in an area with a reputation for federal corruption at taxpayers' expense). The Homer Collier plan would bring in tourists to an area very much overburdened by an attendant large portion of the government subsidized population. Further, there is 30 miles from the Miami airport, too far to be a true relieve airport.

March 7th is a crucial date, the deadline for public + government agencies comments to the Air Force on their environmental assessment. Please do all you can to stop the proposed airport here + lend your support to the very genuine hopes in Big Cypress for this piece of land to be used more in sync with nature. It is in the national interest to stop "pork" of government land for merely the further cluttering + often outright destruction of this once beautiful country.

Sincerely,
Mary Thrill
2040 S.E. 5th Ct.
Homestead Florida 33033
(305) 230-1676

002128

Barbara Werner
7101 SW 72 Court
Miami, FL 33143-2916
6 March 2000

Re: No to Commercial Airport at the Homestead FL Air Base

Dear Air Force Committee members,

The U.S. Air Force is considering moving ahead with plans for a huge commercial airport at the edge of the Florida Everglades despite its own recently released studies showing that the airport could cause serious harm to adjacent Everglades and Biscayne National Parks.

Restoring the Everglades is a cornerstone of the national environmental agenda to be considered in this session of Congress. The proposed Homestead airport, however, is incompatible with plans to restore the Everglades and is an affront to common sense. If allowed, the Homestead Airport would be the closest major commercial airport to a national park in the United States. It would sit just 1.5 miles from Biscayne National Park and 8.5 miles from Everglades National Park and 20 miles from the Florida Keys National Marine Sanctuary. It would host more than 230,000 flights per year in its first phase (about the size of the San Diego airport). This would be about an average of a plane every minute during daylight hours at low altitudes directly over both parks and the Sanctuary. Park visitors would be constantly bombarded by the high pitch blasts of engine turbines. There would be extensive damage to the coral reefs in Biscayne National Park and the Florida Keys Marine Sanctuary. Fish, mammals and birds in the parks and refuges would be threatened by airport runoff and fuel dumping, and the secondary development that would accompany the airport.

With one flight almost every minute, the airport and surrounding development would emit seven tons of toxic pollutants into the air every day. Lead and other hazardous chemicals would wash into the tropical waters of Biscayne Bay. The parks would be filled with airplane noise, and industrial sprawl spurred by the airport in South Florida's last significant swath of open space would reach virtually to the parks' borders.

If this airport is allowed on the edge of Everglades and Biscayne National Parks and the Florida Keys National Marine Sanctuary, no national park from Yosemite to the Great Smoky Mountains, will be safe.

The White House has not stepped in to stop the Homestead airport project. With the White House failing to make its intentions known, it is essential that citizens who are concerned about this mega-development on the doorstep of an area of unique natural significance voice their opinions.

Despite the evidence of its own study and the opinions of Interior secretary Bruce Babbitt and EPA administrator Carol Browner, both of whom recently denounced the airport proposal, the Air Force continues to consider the commercial airport as the primary alternative for developing the site. An alliance of South Florida politicians and developers has been relentless in promoting the airport plan, even hiring one of Washington's biggest lobbying firms to sneak a clause into a congressional spending bill that would have immediately transferred the base to the developers (the clause was removed before the bill passed).

Please do not allow a commercial airport to be developed at the Homestead Air Base. Thank you.

Sincerely,
Barbara Werner
Barbara Werner

002130

Date: 3/5/00

To: Homestead SEIS
AFBCA/EX
1700 N. Moore Street
Suite 2300
Arlington, VA 22209-2802

FAX: (703) 696-8828

Please do the right thing for our children! We can have a quality of life with economic development

From:

Name: Gabriele Marewski

Address: 19201 SW 318 St.

City/State/Zip: Homestead, FL 33030

I am writing this letter to tell you that I support the Collier/Hoover mixed use development plan for Homestead Air Force Base. The Collier/Hoover mixed use alternative development offers a partnership between the environment and the economy. Through creation of a visitor attraction, educational facility and business center, the project will bring jobs and dollars to South Dade without harming the national parks. Please support this proposal.

Sincerely,
Gabriele Marewski

002131

SHEILA & MARVIN CALDERON

2807 Waters Edge Circle
West Palm Beach, FL 33413

March 6, 2000

Homestead Seis
AFBCA/EX
1700 North Moore St.
Suite 2300
Arlington, A 22209-2802

RE: Homestead Air Reserve Base: DadeCounty

We are writing to express our opposition to the Air Force's plan to transfer the former Homestead Air Reserve Base to DadeCounty, Florida for development into a major international airport. We ask you to stop this plan from going forward.

The recently completed Supplemental Environmental Impact Statement and other studies show that the proposed Homestead airport would have devastating consequences for adjacent Everglades and Biscayne National Parks. It's inconceivable to us that fragile and highly endangered national parks -- such as these are-- would be subjected to heavy industrial development at their very edges. We strongly value and firmly support protecting our national parks. As Floridians, we treasure the quiet and calm of these unique south Florida ecosystems.

The Air Force study also concludes that there are realistic mixed-use alternatives that would create nearly as many jobs and would have substantially less harmful environmental consequences.

Please follow the advice of Interior Secretary Babbitt and EPA Administrator Browner, and follow our wishes and those of Americans who treasure their national parks. Abandon this airport development plan and refocus your efforts on smarter, more complementary mixed use alternatives.

Respectfully,
Sheila Calderon
Marvin Calderon
Sheila & Marvin Calderon

002132

Date: 3/6/00
Rd. Air Force

To: Homestead SEIS
AFBCA/EX
1700 N. Moore Street
Suite 2300
Arlington, VA 22209-2802

FAX: (703) 696-8828

From:

Name: Tom & Faye Ellen Keenan

Address: 544 Pinegate Rd.

City/State/Zip: Peachtree City, Ga. 30269

I am writing this letter to tell you that I support the Collier/Hoover mixed use development plan for Homestead Air Force Base. The Collier/Hoover mixed use alternative development offers a partnership between the environment and the economy. Through creation of a visitor attraction, educational facility and business center, the project will bring jobs and dollars to South Dade without harming the national parks. Please support this proposal.

Sincerely, Tom & Faye Ellen Keenan

As a former resident of the above mentioned area for 28 years I strongly oppose the airport plan. Valuable resources, crops and people will be damaged due to pollution and other terrible side effects of this ridiculous plan. I enjoy bringing my children to the area to enjoy the special interest areas and natural resources that are uncommon in other parts of the country. Tourism, a big money make for FL will also suffer.

Mar 06 00 12:31a Thomas P. Keenan 770-631-8030 p.1

002133

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: March 6, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

After having attended your community meeting and reviewing all the SEIS data, I'm totally convinced that the former HAFB surplus property be transferred to Mia-Dade for regional-commercial airport development for the following reasons:
(1) This property is ideally located as an airfield without harm to the surrounding environment
(2) Mia-Dade county urgently needs air traffic and physical land space relief for crowded operations presently at "MIA"
(3) South Dade County, the HAFB area, urgently Needs jobs and related economic activity resulting from commercial airport operations.
(4) The HAFB site is the "only feasible and immediate site which serves the "greatest good" for Mia-Dade County's "Public Interest"

I can personally attest to the positive economic backbone of any AFB/airport and its "environmental Balance" as it relates to a unique location chosen for military, logistical, and/or commercial reasons, having lived/worked at the following bases: Cannon AFB, C.C.K. AB, Taiwan AB, Kadena AB.
We need to start NOW in developing HAFB!

****** CONTINUE ON BACK FOR MORE SPACE ******
******CONTINUE AL DORSO PARA MÁS ESPACIO******

NAME/NOMBRE: PAUL DEAN, M.S.M. Public Admin, FIU
ADDRESS/DIRECCION: 15316 S.W. 164 Street
CITY/CIUDAD: Miami, FL 33187
STATE, ZIP CODE/ESTADO, ZONA POSTAL

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1000 FRIENDS of FLORIDA

002135

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Charles G. Pattison, AICP
Executive Director

March 4, 2000

Homestead SEIS
AFBCA/EX
1700 North Monroe Street
Suite 2300
Arlington, VA 22209-2802

RE: Comments on Draft Homestead Supplemental Environmental Impact Statement (SEIS)

Dear Sirs:

1000 Friends of Florida, a 501(c)(3) non-profit membership organization, writes to oppose the conversion of the Homestead Air Base into a commercial reliever facility for Miami International Airport. Incorporated in 1986 to monitor and assist citizens and government with the implementation of our nationally recognized growth management laws, we seek not to stop growth and development but to appropriately guide it where the environment and necessary infrastructure can best accomodate the resulting impacts.

We believe that a mixed use alternative cited in the SEIS released by the Air Force offers a significantly better choice that provides for superior environmental protection while offering similar economic benefits to the proposed commercial airport.

We have spent the last 14 years working to find ways to accommodate ongoing growth in Florida in a way that our environment and economy can both prosper. We have always found, however, that our environment is simply too important, and fragile, to be considered as an after thought. There are too many examples of the degradation that results from this approach. We were offered that kind of thinking in the early 1970s in the Everglades when the first Miami Airport reliever, known as the Everglades Jetport, was recommended for the middle of the Everglades. The type of opposition that surfaced to fight that bad idea has fortunately appeared again, and this time it is focused on a different bad idea to locate this facility 2 miles from Biscayne National Park and 10 miles from Everglades National Park.

1000 FRIENDS OF FLORIDA
Post Office Box 5948
Tallahassee, Florida
32314-5948
Telephone: (850) 222-6277
Fax: (850) 222-1117
www.1000friendsofflorida.com

This stationery is printed on recycled paper

As noted in the SEIS, airspace conflicts in the Miami area would mean routing flights over both of these parks, including a third, the Florida Keys National Marine Sanctuary. That report further states that the estimated 105 flights a day will mean noise levels over the Biscayne National Park Visitors Center alone like that of a lawn mower heard from a distance of three feet! We note that nearshore waters are projected to receive more than 50 fold increase in air-borne nitrates and almost that level of nitrogen oxide levels for both national parks. That means about 7 tons a day of toxic air pollutants!

These facilities are Florida and national treasures that need the highest consideration for protection. Millions of visitors come to these parks each year, contributing a great deal to the economic well being of Florida and the south Florida region. How is it possible that this airport idea is given any credibility when the SEIS itself documents the very negative environmental impacts citizen groups have been claiming for so long? As you are aware, both Interior Secretary Bruce Babbitt and EPA Secretary Carol Browner have announced opposition to this proposal. They have concluded, as has 1000 Friends, that the better approach is to find complementary development that can offer a similar number of jobs and economic value with substantially reduced environmental impacts.

A recent Harris Poll found the public supports, on a 2 to 1 basis, the type of mixed use alternative described in the SEIS. The support for this alternative is also based on local experience that environmental protection and competent management from the Miami-Dade Aviation Department cannot be expected. From several perspectives then, it is clear to us that while there is widespread professional and public support for jobs in south Dade, but protection for quality of life, neighborhoods, and the environment is even stronger.

1000 Friends is now aware of a proposal from the Collier/Hoover group that offers this type of mixed use alternative. I had the benefit of witnessing the formation of this idea from what had been two distinct redevelopment proposals. At the annual Everglades Coalition meeting this year in Naples, a fine statesman and Florida leader, Mr. Dick Pettigrew, got these two groups together after hearing their presentations. He made the case for combining their efforts, and we must all congratulate him for this tremendous concept. This combined idea for sustainable development of commercial and office space with an environmental attraction focus is clearly the best way to begin the needed redevelopment of the Homestead area. Too much time has been spent on a bad idea. Now is the time to move forward on this type of mixed use proposal that we believe most groups will whole heartedly support.

We will continue to follow your progress in acting on this SEIS. In the best interests of Florida and the nation, we urge you to make the protection of three of this country's finest natural areas the top priority in reaching a final decision. In doing that, we believe the only rational conclusion is to reject the proposal of converting Homestead Air Base into any kind of commercial reliever facility for Miami International Airport. That should mean that every possible effort is made to immediately begin work on the mixed use alterative we described. We believe that this is the best solution that offers the type of economic recovery always envisioned by the rebuilding of the air base, and it is the only one that protects the very sensitive environment in which it is located.

Thanking you for considering our comments, I am

Sincerely,

Charles Pattison

Charles G. Pattison, A.I.C.P.
Executive Director

cc: Board of Directors

FROM : William F. Barthel Jr. PHONE NO. : 305 238 9989 Mar. 05 2000 11:48AM P1

002136

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: March 5, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I strongly support the Collier-Hoover multiple use plan for economic growth in an environmentally responsible manner. It would enhance Homestead's current tourism development and protect the agricultural base of our economy. As a Keys Gate resident I see three strong objections to the commercial airport plan

1. Location is between Biscayne and Everglades National parks and dangerously near the only habitat of the endangered salt water crocodile. Since Hurricane Andrew curtailed operations at Homestead AFB, the salt water crocodile has been breeding successfully in the Turkey Point area possibly as a result of reduced noise levels
2. Safety. Additional heavy truck traffic of a commercial airport would impede emergency evacuation of the Keys and South Dade for a hurricane or an accident at the Turkey Point Nuclear Plant, which faces increased unnecessary risk with the proposed NS runway and additional air traffic.
3. South Dade has the last clean air and peace and quiet in Dade county-and a unique climate for tropical agriculture in the continental US. Homestead's seven orchid growers, tropical fruit and nursery growers and winter vegetable season are a valuable resource for the community and the nation.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Joan A. Barthel
ADDRESS/DIRECCION: 745 SE 25 Ln
CITY/CIUDAD: Homestead
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33033

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Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-5828

002137

26424 SW 173 Place
Homestead, FL 33031

March 5, 2000

Air Force Base Conversion Agency
Attn. MJ Jadick
Homestead SEIS
1700 N Moore Street, Suite 2300
Arlington, VA 22209-2802
Phone. (703) 696-5529
Fax (703) 696-8828
E-mail: hafb_seis@afbcal.hq.af.mil

Dear Air Force Base Conversion Agency:

In a previous letter, I provided detailed comments about the Homestead AFB conversion SEIS and process. I believe that it 4 sections need revision, the public safety section needs to be completed and public reviewed and procedurally the comment period should be extended. These comments were based on my careful review of the SEIS

It appears that there is considerable political pressure to move the whole conversion process forward. Since that may be the case, in this letter I will state my preferences among the conversion alternatives. These are based on my almost 30 years living in southern Dade County, the last 10 years within the Region of Impact.

Of the three alternative, I most prefer the Spaceport alternative. I do not know why it has received so little attention in the past few months but clearly it addresses the economic development needs of Homestead and its vicinity while having considerably less severe environmental and socioeconomic impacts.

The primary reason that I am for the Spaceport is that it will truly produce new jobs and it is supportive of both a county and state initiative to increase high-tech industries within Florida.

While proponents of the airport alternative talk about the jobs it creates, I wonder how many will simply be already filled jobs that have moved south. As I understand it, the plan is to move cargo operations to the Homestead site from MIA to allow expansion of passenger traffic at the existing airport. If this is the case won't most of the new jobs be in the at the Miami airport and won't the jobs in Homestead be jobs that are already filled? In the case of the Collier/Hoover plan, aren't most of the jobs in construction, jobs that only exist during the development stage and then disappear. Presumably current construction workers will commute to Homestead during the construction stage. While both may provide more jobs, I am not sure they will be new jobs.

One major goal of economic development is to develop high-tech industries, clearly the Spaceport will do this. There is an under-utilized college campus already in Homestead that would be suitable for teaching new skills and there is already a major satellite communications business in Homestead. These will provide the support necessary to support the expansion of a new industrial base in the county. The Spaceport truly offers economic development – new jobs in new industries.

While I am for the Spaceport, I am against the airport proposal for a variety of reasons. Firstly I agree with the environmentalists that this will clearly degrade Biscayne Bay National Park; secondly, as pointed out above, I am not sure that it will create as many jobs as it promises, and, thirdly, I am greatly concerned by the extent of the offsite impacts of the airport alternative – the conversion of agricultural land to commercial uses and the dramatic increase in traffic. I enjoy the rural community of South Dade, I don't believe the community will survive the industrialization & commercialization that the airport will bring – I am afraid of it becoming part of a spread out city.

While the Collier/Hoover plan is better than the airport alternative, I am uncomfortable with the increase in traffic it will produce and I am not sure that it will provide sustainable job growth. As for the aquarium proposal, while it is nice, Miami already has the Seaquarium and Metrozoo, both of which seem to be suffering economically.

Of the three proposed alternatives I believe that the Spaceport offers the best compromise of economic development, use of resources and environmental and socioeconomic impact.

Thank you for your time and attention,

Greg Ballinger

002138

March 5, 2000

Homestead SEIS
AFBCA/EX
1700 N. Moore St. Suite 2300
Arlington, Va 22209-2809

I am a Miami native and have lived in South Dade since 1977. In recent weeks, there has been a lot of talk about the air force base. In my opinion, most of the people opposed to the releiver airport are outsiders.

The United States Air Force knows too well how outsiders and politians can screw up things. I was reading recently an article were an Air Force General in charge of the Kosovo ordeal said "if it was not for the French the Kosovo ordeal would have been over in days rather than months". Well, I am starting to feel the same way about the environmentalist and the rich people from Ocean Reef and Pinecrest. They do not live and/or work in the deep South Dade area. Do not let them affect your difficult decision regarding the local economy around the former Homestead Air Force Base.

We in South Dade need you help and support.

Sincerely,

Richard Groh
16200 S.W. 172 Ave. Miami, Florida 33187 Phone (305) 238-3830

002139

March 1, 2000

Homestead SEIS
AFBCA/EX
1700 N. Moore St. Suite 2300
Arlington, Va 22209-2809

I am a South Dade resident and have attended several meetings regarding the **Homestead Air Base** re-development program. At the last meeting I attended, the March 1 meeting in Homestead, the Collier/Hoover Group outlined their plan. Basically, the re-development evolves around a golf course. The logic is, if they build a golf course other business will follow. I question whether this is a realistic approach.

Dade County has been trying to lure large white collar firms to the area for years. The County has offered free land and tax incentives worth millions of dollars. Time after time, business have chosen Broward County over Dade. Is it realistic to believe that a golf course will affect these corporate decisions when free land and tax incentive did not ?

Right now, South Dade has several large hotels and a beautiful outlet mall located between Homestead Bay Front Park and Everglades National Park. The mall has a number of vacancies and an unusually high turn over rate.

The hotels in the area are struggling and continue to maintain less than a 50% occupancy rate.

Again, I ask is it realistic to believe a golf course will serve as the necessary economic engine to replace the strain on the economy created by the closure of the Homestead Air Force Base ?

Sincerely,

Teresita Arizmeta
7925 S.W. 201 Terrace, Miami, Florida 33189 Phone (305) 519-5105

002140

March 3, 2000

Homestead SEIS
AFBCA/EX
1700 N. Moore St. Suite 2300
Arlington, Va 22209-2809

The Collier/Hoover Plan is not an economic revival plan; it is a derailment plan. Their goal is to stop development of the reliever airport. No knowledgable person really believes an economy can be driven by a golf course.

The Collier/Hoover plan was a last minute ploy to derail the airport project. Six months ago, Kathy Sorenson was quoted as saying "if we don't come with an alternative plan the reliever airport will get approved". The Collier/Hoover plan is the plan they came up with. Like I mentioned before, the plan is not an economic revival plan; it is a derailment plan.

Now quote me "if the Air Force gives the land to the Colliers, there will be no office buildings and/or hotels in at least 20 years."

Please say yes to the reliever airport for the benefit of the people of South Dade.

Sincerely;

Otto Cordova
20951 S.W. 85 Place, Miami, Florida 33189 Phone (305) 233-4841

002141

March 2, 2000

Homestead SEIS
AFBCA/EX
1700 N. Moore St. Suite 2300
Arlington, Va 22209-2809

I am a native of Miami, and have a small bussiness located in close proximity to the Homestead Air Force Base. I can tell you first hand, since the closing of the base, the local economy has been in a deep recesion. The economy has been so bad, many of my close friends and bussines associates have left the area. If this does not change soon I will have to do the same.

Recently, there has been a lot of talk about what is going to happen with the former air force base. Until the March 1 meeting in Homestead I figured no matter which alternative the air force chose, the local economy will benefit. A fellow bussiness man asked the Collier Group, if they received property could they guarantee that any office buildings or hotels would be built. To my surprise, the Collier Group said, NO that they COULD NOT. The Collier Group said, they will only build if the demand was there. It would not be wise to turn this land over to a private group without the assurance that the local economy will benefit as a result.

The local economy in South Dade can not hold out much longer. We need action now. According to the H.A.B.D.I. group, **the demand for the airport is real**. If this is true, the air force needs to move in that direction.
If the real goal is to help revitalize the local economy while at the same time allowing the air force to continue to use the base, then it needs to adopt the reliever airport approach.

We in South Dade are tired of broken promises and good intentions.

PLEASE DO NOT GIVE AWAY OUR CHANCE FOR REAL ECONOMIC DEVELOPMENT.

Sincerely;

Ana Cordova
16200 S.W. 172 Ave. Miami, Florida 33187 Phone (305) 238-3830

002142

March 5, 2000

Homestead SEIS
AFBCA/EX
1700 N. Moore St. Suite 2300
Arlington, Va 22209-2809

I live and work in the Naranja/Leisure City area. I own and manage several strip malls. After Hurricane Andrew, I stayed and re-invested into the comunity I grew up in and love. Most of the bussiness community and long time residents stayed as well. However, over the past few years I have seen dozens of friends and business associates leave the area. Some of these people were natives to South Dade and have been in bussiness for more than twenty five years. In my shopping centers alone, during 1999 more than 10 bussinesses closed. So far this year I have had two bussinesses close down. Rents are lower today than they were 10 years ago. Some of my tenants have to pay me on a weekly bases. Collecting rent is like pulling teeth.

Usually, this time of the year I get a lot of inquires regarding leasing space. The past few months have been the slowest months I have had in years. The word is, people are waiting to see what is going to happen with the base. Most of the local business people are praying for the releiver airport.

The people of Naranja and Leisure city are the people who were affected the most from the base closing down. We feel our input should carry more weight than outsiders in the decision making process.

We ask you to leave the politics and the special interest groups out of the decision making process and come up with a decision that will benefit the local economy of deep South Dade.

If I can be of any help please feel free to contact me at (305) 710-7764.

Sincerely;

Donald Groh
28945 S. Dixie Hwy. Leisure City, Florida 33133 Phone (305) 710-7764

002145

26424 SW 173 Place
Homestead, FL 33031

March 5, 2000

Air Force Base Conversion Agency
Attn. MJ Jadick
Homestead SEIS
1700 N Moore Street, Suite 2300
Arlington, VA 22209-2802
Phone (703) 696-5529
Fax (703) 696-8828
E-mail hafb_seis@afbdal.hq.af.mil

Dear Air Force Base Conversion Agency:

This letter contains my comments regarding the SEIS. There are 6 major issues which need to be addressed in the SEIS or its process. These are:

1. the format of distribution incompatible with significant group of computer users -- the problem should be fixed and comment period extended.
2. the SEIS is incomplete, missing a major section (safety analysis). Public hearings and an additional comment period should be held after this section is completed and distributed.
3. the noise analysis section does not include one of the most obvious measurements (frequency of disturbance). The SEIS should be updated to provide this information and provide a clearer presentation of the other sound data.
4. the water quality section is unclear and occasionally contradictory about nitrogen in the bay. The SEIS should be modified to clarify this.
5. Chapter 4 of the SEIS underestimates groundwater flows and does not indicate the direction of the uncertainty regarding future flows. The SEIS should be revised to correct this.
6. the biological resources section does not adequately address nutrient issues and the importance of seagrasses. The SEIS should be revised to correct this.

The following pages will address each of these points in greater detail. While I realize there is considerable pressure to move this forward, this project will have considerable long term consequences -- it makes sense to get it right first.

Thank you for your time and attention.

Sincerely

Greg Ballinger

1. First of all I must protest the form in which the SEIS was distributed. It was virtually unusable on a Macintosh computer. When ever I tried to select a chapter from the list on the left, it would respond with "file not found." When I explained my problems at a public hearing, I was told that I must have received a defective disk and that they would send another. The replacement disk was the same. The only way to read it was by opening each file individually and then searching for the important information.

   The actual problem is quite easy to observe and diagnose. The file names were converted from long MS-Window names to cryptic 8.3 DOS file names (such as CH7595~1) which the Acrobat reader could not find. Either the CD-ROM was distributed in the Microsoft Joliet format or the CD-ROM burning program was set incorrectly. Apple states "The long file name support was only extended to floppy disks and hard disks, not CDs. The Joliet CD format is a proprietary format used by Microsoft, and as far as I know, it is not supported by Mac OS."

   Because of this problem which has probably affected many Mac users, I would urge and extension of comment period until a Mac compatible CD-ROM can be distributed. This is important because Mac users compose up to 10% of the population.

2. To quote from the SEIS Summary: "Florida Power and Light Company ... is in the process of updating its assessment to incorporate the current forecasts. The results of an updated safety analysis were not available for the Draft SEIS but are expected to be included in the Final SEIS."

   Clearly an accident involving nuclear fuel poses the greatest single and immediate threat to the surrounding communities. Such an issue must receive close public scrutiny. I am especially concerned because at present there is much more nuclear fuel being stored outside of the containment building than inside. In fact FP&L has sued the federal government regarding this nuclear waste issue.

   Considering the importance of this issue and the antagonistic relationship between FP&L and the Department of Energy, there are two important points regarding this aspect of the SEIS: a) the FP&L report should be carefully evaluated and reviewed by experts not participating in the existing lawsuit and b) the SEIS should not go forward until the evaluated FP&L report is released to and reviewed by the public. This review process should include public hearings.

3. While the SEIS provides several measurements and maps about noise, these are presented in a jargon-rich and overly technical matter. Since the SEIS is to be used by decision makers, not engineers, two changes should be made to the noise impact section. One is the simple addition of an explanation of the decibel measurement (a table of common sounds and their decibels and illustration that it is a logarithmic scale) and the other is introducing more easily understood measurments.

   Many of the metrics used are average or cumulative measurements. However our normal perception of sounds is instantaneous. Consequently the SEIS should use a measurement that is closer to our human experience of sound -- specifically I request the inclusion of a measurement such as "frequency of disturbance."

   For example the measurement of time above ambient (TAamb) in the SEIS is a cumulative measurement based on 24 hours and is easily misunderstood. Thus the 2 hour TAamb found on the eastern edge of ENP seems relatively benign -- if the airport only operated for 2 hours per day I doubt that anyone would object to it. If expressed instead as 1 out of every 12 minutes, it would be more easily and correctly understood by many more readers.

   In addition to the above changes, the information on frequency of flights found under the land use section should be repeated in the Noise section.

4. There will be three changes regarding nitrogen in Biscayne Bay: nitrogen carried by the canals will decrease, nitrogen carried by the ground water will increase and additional nitrogen will be deposited by air emissions. While the report discusses all three it does not combine them to express the projected total change in nitrogen inputs into Biscayne National Park. In some places it says there will be no net change but there will be a change in form (ammonia instead of nitrates), in another place it says there will be a 23 % increase in aerial deposition and in another it compares nitrogen inputs from the air to canal outflows in 1995 - a confusing comparison to say the least.

   By gathering the information from the different sections it appears that there will be an increase of 37% (23% from aerial deposition, 14% from increased groundwater flows). There will be some decrease from surface flows but I can not figure out the final change. The SEIS should be modified to clarify the total changes in nitrogen inputs into Biscayne Bay.

5. The SEIS states "Because of the slow movement of groundwater in the area, these higher inputs would take 50 to 100 years to reach Biscayne Bay." in Chapter 4, section 10. This contradicts historical records and information in Chapter 3 of the SEIS.

   There are historical records of freshwater springs in southern Biscayne Bay which clearly indicate rapid flow, possibly through fractures in the cavernous limestone. Of course lowered water tables may have decreased this rapid flow but Chapter 3, section 10 states the "overall average seepage velocity in the former Homestead AFB area is estimated to be 310 feet per year." Using this number, the time for groundwater to reach Biscayne Bay would be 34 years, not the 50 to 100 years mentioned in Chapter 4. Clearly the SEIS should either correct Chapter 4 or explain the discrepancy.

   Furthermore it the slow flow rates reported in Chapter three are based on data from collected between 1974 and 1982. Why these years? Were these typical years, dry years or wet years? This should also be explained.

   A further point regarding the uncertainty of the groundwater flows is that it is the clear intention of the county and the South Florida Water Management District to increase groundwater flows in southern Dade County. While "Estimates of the volume and quality of water that would enter the bay are not available," it should be pointed out that they will be greater than those used in the SEIS projections.

   Consequently the estimate of an increased groundwater flow with its concomitant ammonia contamination is too low and should be corrected to match the data in Chapter 3 and include reference to the fact that it will most likely increase.

6. The SEIS section on the impact to biological resources (Chapter 4 section 11) states "The total amount of nitrogen input would not change, but its path (groundwater versus surface water) would be different." Clearly this is ignoring the inputs from atmospheric deposition (a 23% increase) mentioned in the section 10.

   This section also treats ammonia and nitrates as equivalent. This is true in their role as nutrient but ammonia is toxic and there is no examination of ammonia toxicity.

   In chapter 3 it states that "Higher nutrient inputs would increase productivity in surface waters, possibly leading to parts of the system being more influenced by phytoplankton than by seagrasses." This ignores the most important ecological role of seagrasses. While phytoplankton and epiphytes are more significant food sources than seagrasses, the value of the seagrasses is in substrate stabilization and habitat. The loss of seagrasses has much greater impact than the simple food chain analyses would indicate.

   The SEIS needs to make three changes: one to incorporate the increase in atmospheric deposition of nitrogen in its estimates of biological effects; two, examine potential ammonia toxicity; and three, consider the effects of sea-grass decline or loss.

002147

LESLIE STERNLIEB
90 Edgewater Drive, Number 1101
Coral Gables, Florida 33133-6920

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
By fax: 703-696-8828

I am writing in opposition to the commercial airport proposed for Homestead, Florida.

Please consider the contents of your own environmental impact study, heed the will of the people and cease your campaign to develop this sensitive area into a commercial airport.

I urge you to stop this project before it leaves the runway.

Sincerely,

Leslie Sternlieb

002148

fax to: U.S. Air Force
AFBCA/EX
1700 N. Moore Street, Suite 2300
Arlington, Va. 22209-2802

fax number FAX (703) 696-8828

from: SueMcDonnell
19 Susan Lane
Cortlandt Manor, NY 10567

phone (914) 736-7526
fax number (914) 734-4453

message: I have only just learned of the plan to turn the former Homestead Air Force base into a Commercial Airport. This is fragile land, part of an eco system that is unique. This is as very poor use for the land. It flies in the face of reason. The surrounding parks and the reef need protection not destruction.

002149

James N.Stephens
3303 Whitney Avenue
Hapeville, Georgia 30354-1401
Phone 404 767-0809
Fax 404-767-0809
Email zooman@mindspring.com

March 04, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street, Suite 2300
Arlington VA 22209-2802
Subject: Supplemental EIS for Homestead Air Force Base Disposal and Reuse

To whom it may concern,

I wish to comment on the SEIS regarding the conversion of the former Homestead Air Force Base to a major commercial airport. Please understand that my comments are not based primarily on "the best available science", the perspective of environmental advocacy groups, or environmental/economic balance issues, although these disciplines have been given full consideration. My comments are based on personal experience. After a tour of duty with U.S. Naval Aviation, during the Korean conflict, I invested thirty years in the commercial airline industry. I currently reside less than one half mile from the perimeter of the Atlanta-Hartsfield International Airport. Aviation does pollute!

The close proximity of the Homestead site to such environmentally sensitive, protected areas as the Biscayne National Park, the Everglades National Park and the Florida Keys National Marine Sanctuary makes the proposed airport totally unacceptable. All internal combustion engines produce airborne toxins, such as nitrogen oxide, carbon dioxide and many others. Jet aircraft engines, due to their large size and enormous power produce incrementally more air pollution. Attendant ground operations, refueling, line maintenance, essential automotive activities, etc. contribute to toxic chemical runoff into Biscayne Bay and other natural bodies of water. On base fuel farms present an ever present potential for accidental fuel spills. Noise pollution is a major consideration due to it's impact on wildlife habitat, as well as the natural aesthetic value for National Park visitors. Commercial/industrial development for off base support facilities not only adds to the pollution equation, but will bring urban sprawl to the very boundaries of these National Parks.

A frequent argument in support of the airport is that the former air base has already impacted the area. Granted. Yet, a much broader "footprint" is established by a commercial aviation operation. Military take-off and landing cycles pale in comparison to the "one cycle per minute" operations of a commercial international airport. When Homestead Air Force was built, national security was a military issue and the importance of environmental impact was little understood. Today, national security is more aligned with our understanding of environmental impacts on human health and the conservation of our dwindling natural resources. Here, the first rule of holes applies--when you're in one over your head--stop digging!

Any redevelopment of the former base should be compatible with the protection and restoration of South Florida's ecological functions, especially already protected national parks and sanctuaries. With the Everglades restoration project and a new coral reef initiative high on the Administration's agenda, and your own 1997 environmental studies, indicating the potential for serious ecological damage, it becomes obvious that any large aviation operation is an incompatible option. The mixed use alternative, while leaving much to be desired, would be the most acceptable option to adopt.

Please support the position of the Secretary of the Interior and the Environmental Protection Agency and oppose the commercial airport alternative. Thank you.

Sincerely,
James N. Stephens, Concerned Citizen

002151

March 3, 2000
John & Kathleen Gates
9693 El Clair Ranch Rd.
Boynton Beach, FL 33437
Tel. 561-742-9219
E-Mail: johnkay@mindspring.com

Homestead SEIS
AFBCA/EX
1700 North Moore St.
Suite 2300
Arlington, VA 22209-2802.

Dear Sirs:

I am writing to express my opposition to the Air Force's plan to transfer the former Homestead Air Reserve Base to Dade County, Florida for development into a major international airport. I ask you to stop this plan from going forward.

The recently completed Supplemental Environmental Impact Statement and other studies show that the proposed Homestead airport would have devastating consequences for adjacent Everglades and Biscayne National Parks. It's inconceivable to me that fragile and highly endangered national parks -- such as these are -- would be subjected to heavy industrial development at their very edges. I strongly value and firmly support protecting our national parks. As a Floridian, I treasure the quiet and calm of these unique south Florida ecosystems.

The Air Force study also concludes that there are realistic mixed-use alternatives that would create nearly as many jobs and would have substantially less harmful environmental consequences.

Please follow the advice of Interior Secretary Babbitt and EPA Administrator Browner, and follow my wishes and those of Americans who treasure their national parks. Abandon this airport development plan and refocus your efforts on smarter, more complementary mixed use alternatives.

Yours truly,
John H & Kathleen A. Gates

FROM : John & Kathleen Gates FAX NO. : 5617429841 MAR. 04 2000 12:24PM P1

002153

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 3/2/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

THERE ARE ONLY A LIMITED NUMBER OF NATIONAL PARKS AND I BELIEVE IT SHOULD BE A HIGH PRIORITY TO PRESERVE THEM FOR POSTERITY. OVER 230,000 FLIGHTS PER YEAR ONLY 1½ AND 5½ MILES FROM 2 NATIONAL PARKS WOULD CLEARLY DO DAMAGE TO THE PEACE AND QUIET THERE, SINCE THEY WOULD BE 900-4300 FEET OVERHEAD. THIS SAYS NOTHING ABOUT THE ADDED POLLUTION OR THE INCREASED HARM WHEN A SECOND RUNWAY WOULD BE BUILT. PLEASE DON'T FAIL TO TAKE INTO ACCOUNT THE LOSS OF JOBS FROM A DECREASE IN TOURISM CAUSED BY THE DECREASED ATTRACTION OF THE PARKS AND INCREASED TRAFFIC WHICH THE ROADS MAY NOT EVEN BE ABLE TO HANDLE. IN SHORT, HOW CAN THE DUBIOUS ADDED VALUE OF AN AIRPORT AT THIS LOCATION INSTEAD OF ANOTHER COMPARE TO THE SEVERE LOSS IN VALUE TO 2 OF OUR NATIONAL PARKS WHICH MIGHT NEVER RECOVER. THE JOBS FROM A MIXED USE ALTERNATIVE WOULD BE A MUCH CLEARER ADDED VALUE. THANK YOU VERY MUCH.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MAS ESPACIO****

NAME/NOMBRE: JAMES COLEN
ADDRESS/DIRECCIÓN: 280 S. MIDISCUS DR.
CITY/CIUDAD: MIAMI BEACH,
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33139

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

Se publicarán sus comentarios en el SEIS FINAL. Favor de no incluir su dirección personal si no desea que esta aparezca en el SEIS FINAL. El hecho de proporcionar esta información es considerado como su consentimiento para publicarla

Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

002154

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/24/2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Don't kill the Crocks.
Same a previous response

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MAS ESPACIO****

NAME/NOMBRE: Colin Rathbun
ADDRESS/DIRECCIÓN: 9335 SW 77th Ave #256
CITY/CIUDAD: Miami
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33156

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

Se publicarán sus comentarios en el SEIS FINAL. Favor de no incluir su dirección personal si no desea que esta aparezca en el SEIS FINAL. El hecho de proporcionar esta información es considerado como su consentimiento para publicarla

Please hand this form in or MAIL BEFORE March 7, 2000 to:
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Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

002155

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA:

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

The airport is an environmental nightmare & is a violation of our national park

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MAS ESPACIO****

NAME/NOMBRE: Maria Calkins
ADDRESS/DIRECCIÓN: 55 Edgewater Dr #36
CITY/CIUDAD: Coral Gables
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33133

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

Se publicarán sus comentarios en el SEIS FINAL. Favor de no incluir su dirección personal si no desea que esta aparezca en el SEIS FINAL. El hecho de proporcionar esta información es considerado como su consentimiento para publicarla

Please hand this form in or MAIL BEFORE March 7, 2000 to:
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Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

002156

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2-24-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Please don't build an airport in Homestead; it would create a devastating chain reaction near the national park from pollution, noise pollution, deforestation, etc. A very bad idea!

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MAS ESPACIO****

NAME/NOMBRE: Jenny Diaz (please no mail)
ADDRESS/DIRECCIÓN: 2020 Sw 134 Ave.
CITY/CIUDAD: Miami
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL, 33175

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

Se publicarán sus comentarios en el SEIS FINAL. Favor de no incluir su dirección personal si no desea que esta aparezca en el SEIS FINAL. El hecho de proporcionar esta información es considerado como su consentimiento para publicarla

Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

002157

March 2, 2000

Homestead SEIS
AFBCA/EX
1700 N. Moore Street
Suite 2300
Arlington, VA. 22209-2809

Dear Sir:

Our government has spent millions of tax payers dollars for the Everglades Restoration Project. It's inconceivable to think our money may be wasted.

Our community does not need 231,000 thousand "environmentally friendly" take-off and landings from cargo planes in South Dade. We should not have to be concerned about our nuclear power plant, Turkey Point, becoming a target from failed take-off or landings. Nor should he have to bear the burden the massive impact a regional airport will deliver to the surrounding agriculture land.

Mayor Alex Penelas made a promise during his campaign speeches that he would protect the remaining agriculture in South Dade. Apparently he has had a change of heart. If the base is developed it will be just a short period of time before all the agriculture land surrounding the base will give way to commercial/industrial development, which represents approximately 7,260 acres. That's equates to a major economic loss to the agriculture industry but boost the mayors political status.

There are others who are pushing the re-development issue in South Dade because they have the most to gain. The mayor of Homestead a.k.a real estate broker; the First National Bank of Homestead a.k.a. money lender and of course HABDI a.k.a developers. Looks like things are on a even playing field from the start.

Next is the alternative group the Collier/Hoover entrepreneurs. They seem to think that their project would be more passive and environmentally acceptable. Since when does a golf course not require massive amounts of herbicides/pesticides for its greens? Since when does a hotel, aquarium and office complex not impact an area especially at the proposed development site? Recently I read a phrase in the local paper made by one of the representative of the Collier/Hoover plan. "Global demonstration project for sustainable development". First of all what is "sustainable development"? Development is development. It sustains itself. South Dade is living proof of that. Since 1985, development has taken 23,000 thousand acres out of active agriculture.

Shouldn't we concern ourselves about sustaining our natural resources such as water, agriculture land and our delicate ecosystems? Mother nature has already felt the ill affects of man's meddling. It's time we become "good stewards" of the land.

My recommendation for the re-development of HAFB would be to retain it for a "reserve" training facility for all branches of our military. Our military is of national concern and what better place to locate them than between two national parks. It's a win/win situation. South Dade would benefit economically from the presence of military personal and our parks would remain intact.

Respectfully,

Karen Esty
14445 S.W. 2nd Street
Miami, Florida 33177
(305) 251-3889

cc: Tropical Audubon Society
Sierra Club

002160

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 3-06-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Please do not develop a commercial airport just miles away from two national parks that represent important national wetlands. I will remember when the Everglades was established as a national preserve and the kind of foresight and courage it took to do that against great odds. This is another time for foresight and courage. Your grandchildren and great grandchildren will thank you.

As a third generation Floridian now living in Minnesota I have seen countless wasted opportunities to preserve fragile eco-systems and American treasures. The Everglades and the bioregion around it is too precious to risk this kind of heavy commercial development so close by. The choice here is very simple - do the RIGHT thing, not the most expedient or the most lucrative.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Jeanette Parker Keyser
ADDRESS/DIRECCIÓN: 1636 Ashland Ave
CITY/CIUDAD: St. Paul MN 55104
STATE, ZIP CODE/ESTADO, ZONA POSTAL: MN 55104

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Se publicarán sus comentarios en el SEIS FINAL. Favor de no incluir su dirección personal si no desea que esta aparezca en el SEIS FINAL. El hecho de proporcionar esta información se considerará como su consentimiento para publicarla.

Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

FROM : CYPC FAX NO. : 6125257815 MAR. 06 2000 07:54AM P1

002161

FAX: 703-696-8828
March 6, 2000

RE: HOMESTEAD AIRPORT

Please do not allow a commercial airport on the edge of two of America's most beloved and imperiled national parks - Everglades and Biscayne - and the Florida Key National Marine Sanctuary, containing the continental United States only coral reefs.

Please follow the advice of Interior Secretary Babbitt and EPA Administrator Browner, and follow my wishes and the wishes of most Americans who treasure their national parks. Abandon this airport development plan.

We all prosper when we choose life. The Everglades must live so we may all live.

Thank you,
Marion Ehlers
375 Sherwood Forest Dr.
Delray Beach, FL 33445

002162

Eugene Scott
17010 SW 77 Ave
Miami, FL
33157

March 5, 2000

Homestead SEIS, AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802

FAX: 703-696-8828

Dear Homestead SEIS,

Seven hundred acres of the Homestead Air Force base are to be relinquished in a conveyance by the United Air Force to developers. I am strongly opposed to the plan to create a commercial airport for passengers and cargo!

This area of southeast Miami-Dade has been in jeopardy, for decades, of being destroyed:

1. In and around 1963/1964, there was a plan to develop an oil refinery project called SEADADE. A channel was to be cut through south Biscayne Bay for oil tanker ships to load and unload petroleum products at the site. The citizens of the county protested this environmental hazard and defeated the plan.
2. In 1965, there was a proposed project named SOUTH DADE SEAPORT. Shipping docks and warehouses were to be established at and around Turkey Point (the current FPL nuclear facility). A ship's turning basin was to be dredged and established in Card Sound.

If either of these developments had taken place, "Biscayne National Park" would have never been established.

The creation of a commercial airport at the HAFB and its very close proximity to Biscayne National Park and Everglades National Park would destroy the sanctity and the wilderness meaning of these parks. The industrialization and potential pollution of air, chemical and noise pollution, in these wetlands and south Biscayne Bay are realities if the airport course of action is taken. These National Parks would no longer be a refuge and a wonder for all of the citizens of the United States and people of the world.

Miami-Dade County politicians tried to establish a JETPORT in what is now the "Big Cypress National Preserve" at the Dade County – Collier County boundary line. The citizens of Dade County stopped the "Jetport" area from being established as a commercial airport and this preserved the "Big Cypress National Preserve". Miami International Airport (MIA) continues to handle all commercial

1

air traffic to the present time and will in the future with the additional air traffic utilizing Opa-Locka Airport and Ft. Lauderdale – Hollywood Airport. Air transport must be considered regional rather than a county MANDATE. Ft Lauderdale - Hollywood Airport is closer to MIA than the HAFB is. The infrastructure such as larger underground fuel lines from Port Everglades, additional road networks with greatly added tractor-trailer truck transport and general industrialization into a unique area of agriculture are all factors to be considered. "Fire, fire" in reference to jobs and added air traffic have been used for the past 30 years by politicians to the people of Miami-Dade County to accomplish their goals. In this case the people of south Miami-Dade County do not want HAFB turned into an MIA SOUTH with much heavier air traffic than the U.S. Air Force ever generated. We cheered-on and accepted the U.S. Air Force use of HAFB as a needed patriotic duty. I fear HAFB, as a commercial airport, will turn into a politician gravy train. A former county manager became president of HABDI, the private company county lease holder of Homestead Air Base, a short time after leaving the county. This last reason for not conveying HAFB to Miami-Dade County is the least important of the points I have presented.

Please convey the property to the "Collier-Hoover Redevelopment Plan" organization with their conveying the Collier Gas and Oil Mineral Rights in the Big Cypress National Preserve to the United States Government.

Thank you for considering my appeal

Sincerely,

Eugene Scott

Phone and Fax: (305) 238-8901

2

002163

TO: Homestead SEIS
AFBCA/EX
1700 N. Moore Street
Suite 2300
Arlington, VA 22209-2802

March 1, 2000

FROM: Dr. James B. Tranthem, Chairman, HAFB Committee
Keys Gate Single Family Homeowners Association
Homestead, FL 33033 (305-230-9953)

Speaking for the 200+ residences which comprise the Keys Gate Single Family Homeowners in South Miami-Dade County, we wish to thank you for the opportunity for giving input into the future redevelopment of the former HAFB in our immediate neighborhood; because of our unique environment in Deep South Miami-Dade, this becomes a vital issue.

After having researched and listened to every viable plan for the redevelopment of the 717-1600+ acres of property "in our own back yard", we have voted overwhelmingly against any commercial airport development of the HAFB property.

While the Collier/Hoover alternative plan estimates 20,000+ jobs with no intrusive development, the HABDI developers with our county government estimate 30,000+ jobs at total build-out with incalculable damage to our quality of life and natural resources (esp. Biscayne and Everglades National Parks) two miles from the HAFB property... Not a good trade-off for the future of Homestead!

Our Miami-Dade County government, with their track record of mismanagement and malfeasance by many public officials should never be allowed to control any portion of this property for a commercial airport. Consider first the affected residents and the unique environment in Deep South Miami-Dade and vote against the transfer of this property to our county government.

002166

Bill Viar
1930 S.W. 67th Avenue
Miami, Florida 33155
Beeper: (305) 366-3334

March 2, 2000

Homestead SEIS, AFBCAEX
1700 N. Moore Street, Suite 2300
Arlington, VA 22209-2802

Dear Sir:

I am the poet who wrote the enclosed poem " Biscayne Bay and the Everglades". The proposed development of a commercial and or cargo airport at the Homestead Air Force Reserve Base property inspired my poem.

I grew up in south Florida and since the early fifties I have witnessed the destruction of most of our paradise found. As a young child I witnessed the beauty and splendor of the Everglades. I have seen the Panther, Bear, Eagle, and other wild and free creatures that this great natural resource provided. I have witnessed with wonderment all that the river of grass had to offer. There is no other place like it in the world. This generation must save what is left. Save it for our children and their children and generations to come forever. No amount of money, jobs, or any other reason is worth the risk, the risk of destroying what even nature cannot rebuild.

I implore you Sir; to do the right thing, for you, for me, for creatures great and small and for all future Humanity.

Thank you.

Touching you with the hands of my heart,

Bill Viar

" BISCAYNE BAY AND THE EVERGLADES"
By Bill Viar

WHERE GULL'S AND EAGLE'S SOAR IN CLEAR BLUE SKIES
OVER LAND AND WATER PRISTINE TO THE EYES,
THE WATER FOWL TENDING WITH CARE TO THEIR NEST,
FOR THE YOUNG TO BE BORN IN THE ENVIRONMENTS BEST,
BISCAYNE BAY AND THE EVERGLADES...

WHERE THE SAWGRASS AND THE MANGROVES ARE THEIR LAST REFUGE,
FOR THE CROCODILE, GATOR AND PANTHER TO USE,
THE MANATEE, OTTER AND THE DOLPHIN SWIM FREE,
IN WATERS PURE, PERHAPS SOON NOT TO BE...
BISCAYNE BAY AND THE EVERGLADES...

WHERE THE SOUNDS OF SILENCE ARE BROKEN WITH A CRY
OF CREATURES GREAT AND SMALL IF THEY COULD ONLY ASK WHY,
THE SEMINOLE WIND COMING LIKE A GHOST FROM THE PAST,
THIS HOME UNSPOILED BUT THAT MAY NOT LAST,
BISCAYNE BAY AND THE EVERGLADES...

WHERE THE NEW MILLENNIUM HOLDS HOPE FOR THIS EARTH,
GOD IN HIS GLORY GAVE NATURE HER BIRTH,
CLEAN AIR, CLEAN WATER, AND THIS SACRED GROUND,
SOUTH FLORIDA'S PARADISE FOUND,
BISCAYNE BAY AND THE EVERGLADES...

WHERE HURRICANES COME AND WILDFIRES BURN
BEAUTY AND TRANQUILITY WILL SOON RETURN,
BUT MAN WITH HIS CONCRETE, POLLUTION AND GREED
MAY DESTROY THIS ENVIRONMENT HIS CHILDREN'S CHILDREN WILL NEED,
BISCAYNE BAY AND THE EVERGLADES...

002167

Sam and Laurie Booher

Sam & Laurie Booher
4187 Roswell Dr
Augusta, GA 30907

Phone 706-863-2324
Fax 706-863-2324
Email sbooher@aol.com

Homestead SEIS
AFBCA/EX
1700 North Moore Street, Suite 2300
Arlington VA 22209-2802
fax 703-696-8828

Subject: Supplemental EIS for Homestead Air Force Base Disposal and Reuse

Dear US Air Force

This letter is being sent to comply with "EIS No. 990500, Draft Supplement, UAF, Fl., Homestead Air Force Base Disposal and Reuse, Updated and Additional Information on Disposal of Portions of the Former Homestead, Implementation, Dade County, FL

I am writing to express my opposition to the Air Force's plan to transfer the former Homestead Air Reserve Base to Dade County for development into a major international airport, and to ask you to stop this plan from going forward

Do NOT allow a commercial airport to be built on the edge of America's already imperiled national parks - Everglades and Biscayne - and the Florida Key National Marine Sanctuary. This area contains the continental United States only coral reefs President Clinton has just made the protection of America's coral reefs a National Mission and now along comes this plan to destroy them. This idea is wrong. Your own 1997 Environmental studies show this is wrong.

I can not believe my own U.S. Air Force is considering moving ahead with plans for supporting a huge commercial airport at the edge of the Florida Everglades despite your own recently released studies showing that the airport could cause serious harm to adjacent Everglades and Biscayne National Parks.

Restoring the Everglades is a cornerstone of the national environmental agenda to be considered in this session of Congress. The proposed Homestead airport, however, is incompatible with plans to restore the Everglades. I cannot accept that our national parks should be used as dumping grounds for aircraft noise and other toxins. I cannot accept your support for the transfer of federal property to enhance industrial development at the edge of this or any of our national parks.

Request you support the actions of the Secretary of Interior and EPA and not support this plan.

Sam Booher

002176

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 3/1/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

As a citizen of Key Largo (North) I have been familiar with the area of the proposed new commercial airport for over 30 years and during that time the noise from the use of that area by the U.S. Air Force was tolerable because it was necessary for national defense. The economy of Homestead and Florida City completely not only Air Force personnel but also from local growing agriculture and real estate development. Of course "Andrew" changed all that. But to accomodate the increased population ~~from~~ rebuilding a large and noisy facility would stunt the natural growth of an area that has in close proximity the Everglades and Biscayne National Park. Such facilities of natural beauty would be irreversibly damaged by airplane noise and dirt from fuel. A far superior use would be that proposed by the Collier-Hoover Group.
I lived in the New York area for many years. It would be a disaster if the area of South Dade became like the area of Queens and Brooklyn with nothing but noise, traffic jams and acrid fumes

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Beatrice Tremaine Guthrie
ADDRESS/DIRECCIÓN: 24 Dockside Ln
CITY/CIUDAD: Key Largo Fl. 33037
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

Se publicarán sus comentarios en el SEIS FINAL. Favor de no incluir su dirección personal si no desea que esta aparezca en el SEIS FINAL. El hecho de proporcionar esta información es considerado como su consentimiento para publicarla

Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
TO → FAX: 703-696-8828

FROM → 305 367-9069

002177

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 3-1-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

PLEASE DO NOT ENLARGE THE HOMESTEAD AIRPORT
THIS WOULD SPOIL BOTH EVERGLADES AND
BISCAYNE NATIONAL PARKS AS WELL AS MANY
RESIDENCES IN THE PROPOSED NEW FLIGHT
PATHS.

THANK YOU FOR GIVING THIS MATTER YOUR
SERIOUS CONSIDERATION

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: R. D. GUTHRIE
ADDRESS/DIRECCIÓN: 24 DOCKSIDE LANE #49
CITY/CIUDAD: KEY LARGO, FL 33037
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
To → FAX: 703 696-8828

FROM → 305-367-9069

FROM : SYLVAN NURSERY PHONE NO. : 305 235 4513 Mar. 03 2000 08:44AM P1

002191

• SYLVAN NURSERY FARMS, LLC. •
• 21101 Southwest 134th Avenue •
• Miami, Florida 33177 •
• (305) 232-2133 • FAX (305) 235-4513 •

DATE 3/3/00 TIME ☐ A.M. ☐ P.M. NUMBER OF PAGES (including Cover Letter) 1

NOTE: If you did not receive all of the pages or if you have a question, please call the verifying number (below).

TO: Homestead SEIS FROM: Richard and Doyle Jacob

CO. NAME: AFBCA/EX	NAME:
ADDRESS:	SUBJECT:
ATTENTION:	FAX NO.:
FAX NO.: (703) 696-8828	VERIFYING NO.:

FAX Transmission

REMARKS:

We are registered voters who were born and raised in Miami and have lived in Homestead with our three sons since 1973.

We are against a commercial cargo airport at the site of the Homestead Air Reserve Base.

Please register our objection to this plan

Doyle Harrison Jacob
Registration # 000509971

Richard N Jacob
Registration # 000509977

Thursday, March 02, 2000 16:58:57 Page 1 of 1

002192

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington VA 22209-2802
fax 703-696-8828

To whom it may concern:

I am writing to express my opposition to the Air Force's plan to transfer the former Homestead Air Reserve Base to Dade County for development into a major international airport, and to ask you to stop this plan from going forward

As the Air Force's recently completed Supplemental Environmental Impact Statement and other studies concerning the Homestead airport project show, this airport would have devastating consequences for adjacent Everglades and Biscayne National Parks We cannot accept that our national parks should be used as dumping grounds for aircraft noise and other toxics. We cannot accept your support for the transfer of federal property to enhance industrial development at the edge of our national parks that will inevitably lead to secondary impacts like suburban sprawl.

The Air Force study also concludes that there is a realistic alternative to the airport, such as developing the site for mixed commercial and residential use, that would create nearly as many jobs and would have significantly less harmful environmental consequences

The Everglades, Biscayne Bay, and the Florida Keys are unique and vital parts of America's natural history far too important to be sacrificed for an airport. I believe there are places where the natural quiet of the world must be preserved, values like quiet are protected by the Organic Act

Please instruct the Air Force to follow the advice of Interior Secretary Babbitt and EPA Administrator Browner, and follow my wishes and the wishes of most Americans who treasure their national parks. Abandon this airport development plan.

Sincerely,

James M. Wilcox
3442 Surrey Lane
Falls Church VA 22042

002193

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 3/2/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I am a property owner/resident in Key Largo, FL. I strongly believe that the development of a large commercial airport at the Homestead site will have a negative impact on the Marine Sanctuary surrounding my home as well as on the adjacent Everglades National Park. As it is, parts of the Florida Bay are dying. Last year over 200 scientists from all parts of this great nation met in Key Largo to determine why the bay is dying and how to prevent a further spread. As a former Delta Flight attendant, I know first hand the impact of commercial airports on noise levels, air pollution and emergency fuel dumping. Among the residents in my neighborhood is an Osprey whom I've named "Spirit". He knows little fear of humans and the potential threat they are to his habitat. He visits on a daily basis and often brings his mate and young (who are more timid than he.) He has claimed my back yard - the Everglades

**** CONTINUE ON BACK FOR MORE SPACE **** ~ over ~
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

continued on next page

NAME/NOMBRE: Jenny Trappmann
ADDRESS/DIRECCIÓN: 53 N Bounty Lane
CITY/CIUDAD: Key Largo, Florida
STATE, ZIP CODE/ESTADO, ZONA PUSTAL 33037

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Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX. 703-696-8828

National Park - as His territory and often dive-bombs "Charly", our resident Igret, when Charly ventures too near. I've know these two guys for over three years now. I've laughed over their antics and I cried when "Spirit" was missing for three weeks after Tropical Storm Mitch spawned a tornado on November 4, 1998 nearly costing my own life. As I struggled with the trauma of cleaning up and rebuilding my damaged home, one morning I heard a familiar sound at my bedroom window. He had come home and I was reminded why I chose to live in the Florida Keys. "Spirit" and "Charly" can't read or write but if they could, I know they would join me in saying "please don't destroy our habitat". Please don't go forward with placing a commercial airport so close to our neighborhood. Preserve this beautiful habitat for all residents and visitors whether they have two legs, wings or fins. Here's to you "Spirit"! May my voice be your voice - I hope they hear.

Jenny Trappmann
Key Largo, Florida

002194

FACSIMILE COVER PAGE

Date. 03/03/00
Time. 7:58:30
Page. 1

To: HOMESTEAD SEIS AFBCA/EX
Company: U.S. AIRFORCE
Fax #: 1-703-696-8828

From: THOMAS F. OSBORNE
Title: OWNER
Address: LIBERTYVILLE, IL AND HOMESTEAD, FL. 33033
LIBERTYVILLE, IL 60048
US
Fax #: 305-230-0127
Voice #: 305-230-0558

Message

MY WIFE AND HAVE LIVED IN THE SINGLE FAMILY SECTION OF KEYS GATE AT HOMESTEAD FOR ABOUT NINE YEARS AND WE LOVE IT HERE. WE ARE JUST MINUTES FROM THE FORMER AFB. WE DO NOT MIND THE FEW MILTARY PLANES THAT COME OVER OUR HOUSE ONCE IN A WHILE.

WE ALSO HAVE A HOME IN ILLINOIS ABOUT 35 MINUTES AWAY FROM OHARE FIELD. IF YOU TAKE THE TIME TO CHECK OUT THE QUALITY OF LIVING NEAR OHARE YOU SOON FIND OUT THAT THE AIR TRAFFIC THERE IS A VERY BING PROBLEM FOR THE PEOPLE THAT LIVE IN THE AREA.

WE ARE IN THE FLIGHT PATH HERE AT HOMESTEAD IF THE AFB IS DEVELOPED AS A COMMERICAL AIRPORT WITH ANOTHER RUNWAY WE AND MANY OF OUR NEIGHBORS WOULD BE FOURCED TO MOVE OUT.

WE GOT HERE FIRST. WE DO NOT WANT THE COMMERICAL AIRPORT.

TOM AND EVE OSBORNE 527 SE 27TH DRIVE, HOMESTEAD FL 33033
305-230-0558

002195

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/1/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I have several objections to the proposed airport:
(1) Environmental Concerns
(2) Turkey Point vulnerability issues
(3) The alternative proposals would create as many jobs & have positive effect on the environment, and is already funded.
(4) If 80% of cargo traffic has commercial flights, is the commercial airport a viable business proposition.

Obviously any logical person realizes that these arguments are almost a moot points. The real issue is strictly political. Who owes who, who is closer to the [illegible] thanked with this particular reward.
I urge you to move beyond "politics as usual" and use common sense when it comes to this issue.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE:
ADDRESS/DIRECCIÓN:
CITY/CIUDAD:
STATE, ZIP CODE/ESTADO, ZONA POSTAL

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Homestead SEIS
AFBCA/EX
1700 N Moore St, Suite 2300
Arlington, VA 22209 2802
FAX: 703-696-8828

05/248-9221 4

Redland Citizens Association
P O Box 924245
Princeton, FL 33092-4245

002197

March 7, 2000 [redacted]

Homestead SEIS
AFBCA/EX
1700 North Moore Street Suite 2300
Arlington, VA 22209-2802

RE. **Homestead Air Force Base Conversion, Supplemental Environmental Impact Statement, and Endorsement of Collier-Hoover Alternative**

Your efforts reflected in the draft Supplemental Environmental Impact Statement have been successful in helping to identify major issues involved with the conveyance of the HAFB property. The feedback you have received in regard to the draft study's treatment of some of the critical factors influencing those issues will, we trust, be more adequately reflected in your final report. While understanding the objectives of such a study, it is our strongest hope that you will give due weight to the fate and future well being of a sustainable South Florida and the overwhelming sentiments of the citizens as they have become familiar with the proposals in front of you.

After much observation, participation and thought on the two alternatives, the Redland Citizens Association finds **the Collier-Hoover mixed-use alternative to be far superior to that of a commercial reliever airport**. We ask that, in your final report and recommendation, you consider the objective reality of the South Florida area in assessing the economic, demographic and environmental factors found in your draft report. We ask that, in your final report and recommendation, you recognize the positive complementary aspects of the Collier-Hoover plan that are totally lacking in the commercial reliever airport (HABDI) alternative.

Realizing that you have now been made more fully aware of the public's great concern about the environmental consequences of the HABDI proposal we will not repeat them here. We would expect, however, to see greater weight attributed to those concerns in your final evaluations. The Collier-Hoover proposal is the only alternative that explicitly embraces direct remedies (as opposed to mitigation measures) as additional environmental factors become known.

The draft SEIS report alludes to the general characteristics surrounding the HAFB property, but it lacks a true and comprehensive depiction of the future land use planning for much of south Miami-Dade County that would be irretrievably compromised by the HABDI proposal. Contrary to the sentiments and speculative property value interests of a few the agriculture industry in south Miami-Dade County continues to adapt and flourish. It has been a running battle to find a solution for those few land owners who would chose to sell their properties at the higher land prices that development could bring. The HABDI proposal would force the conversion of agricultural land not only surrounding the air base property, but it would have the attendant effect of jeopardizing the thousands of acres of active agricultural lands further to the west and northwest of HAFB.

The continued loss of agricultural land in south Miami-Dade, due to development pressures, has local, regional and national implications. The Collier-Hoover proposal impacts on agriculture are far less severe than the HABDI proposal. The HABDI proposal will threaten the economic viability of our 100 year-old agricultural industry by threatening the necessary critical land mass required.

As an example, a major residential redevelopment initiative is being planned for the area directly north of the HAFB property. The HABDI proposal would all but doom such an effort to failure. The Collier-Hoover proposal, on the other hand would be complementary to those plans. Pressures for residential development in the agricultural areas would be greatly diminished. The Collier-Hoover proposal also accommodates the synergy requirements of moving south Miami-Dade into a sustainable economic development scenario that will be necessarily compatible with environmental constraints.

305/248-9221 4

● Page 2 March 7, 2000

The Redland Citizens Association has nearly a 40-year history in agriculture protection measures and land use issues in the area and we would like to believe that all proponents of good public policy have learned valuable environmental lessons from the mistakes of the past. The RCA actively participated in the SEIS public scoping sessions that were held in 1998. Through our continued involvement in community affairs we are acutely aware of the danger in reaching conclusions based upon economic development scenarios carried out 15-20 years into the future. The RCA finds it an inescapable conclusion that, from a South Florida community perspective, the Collier-Hoover proposal presents the far more acceptable risk return alternative.

The acceptance of the highly questionable economic benefits of the HABDI proposal lose much credibility when the downside costs of attendant infrastructure around the air base, the quality of life issues the potential environmental risks, and other public welfare considerations are calculated into the equations. There is serious question as to how much, and what type of economic growth should be imposed and encouraged on the relatively thin sliver of land that is (topographically) South Florida. It is the long-term consequences of the discounting of the downside variables that have caused the long-term viability of a sustainable South Florida to be put into question. Our public policy decisions should begin to reflect the past under appreciation of closely linked are environmental/ecosystem considerations to South Florida's economic well-being.

Again, assuming no need to reiterate here the many arguments of environmental and agricultural impact concerns of the HABDI proposal that you have undoubtedly heard, please add our voice to that list. With its 700+ members, the RCA has learned that, as the saying goes, indeed *the past is prologue*. Just as you have assumed the multiplier effects of the economic benefits provided to you in the HABDI plan, you should do so on the "cost" side of the ledger also.

The RCA asks, in your final evaluation, to give proportional weight to the purported "benefits" as well as the potential full "costs" of each proposal. Our hands-on experience as the only active civic organization in south Miami-Dade that deals with the integrated issues of agriculture protection, land use, zoning, and participation in public policy development clearly leads us to endorse the Collier-Hoover proposal.

One final thought, as an illustration of other factors we considered in our RCA deliberations, has to do with the question of hurricane preparedness. Which investment alternative – HABDI or the Collier-Hoover plans – best accommodates evacuation criteria and potential property damage arising from future, inevitable storm events? Clearly the private sector investment of the Collier-Hoover proposal poses the least financial public burden. The fact that there is not a single evacuation facility in the south portion of the county should give pause to the idea of sinking so large an amount of public investment dollars into the HABDI proposal. It is useful to remember that it was the event of Hurricane Andrew that was a catalyst in forcing all of us into this form of the land conveyance discussion that we are now having.

With the proactive concern for our community's future, we trust that, on the merits of local, regional and national interests, your final draft and recommendation will more completely reflect the comprehensive set of factors involved.

Sincerely,

Geoff Knights

Geoff Knights
Board of Directors, RCA

FROM : FLORIDA COLORS NURSERY FAX NO. : Mar. 07 2000 01:58PM P1

002199

To SEIS Fax # 703-696-8828

Re: Homestead Air Base

from Mary Palazuelos-Jonckheere
305-248-2105

P1 of 2

Dear Seis:

Mary Palazuelos Jonckheere
305-248-2105
27420 S.W. 162 ave

P2

I, am against turning the base into an airport. I think the Collier-Hoover alternative is 100% better.

Better for the environment. The National Parks— Everglades and Biscayne are irreplaceable. Once they are minimally polluted the chain of life in their ecosystem is damaged forever. The world needs these parks. SAVE the RAIN FORESTS— SAVE the EVERGLADES.

Better for the economics of the community. tourism would bring better jobs. A marine aquarium also would bring research scientists. Promote education like Miami-Dade Community College Homestead Campus.

Better for the day to day life of South Dade and Homestead residents.

I live in the Border of the Redlands and Homestead I ♡♡ the quietness, the rural quality of life here. I have lived in urban Miami and I never want to go back to live there. My husband works at Fairchild tropical Gardens and have fruit grove on our property. Airplanes flying overhead and urban sprawl would be terrible.

The mexican people → migrant workers deserve a permanent home here in South Dade. They help the United States by picking our vegetables and fruits. If the airport comes, the fields would dissapear, be bought up by money hungry speculators like HABDI. also they would be polluted. The mexicans would have to leave.

Homestead does not need or want an airport. The survey last week 55% of South Dade and the keys opposed proved it. Honor the will of the people

002200

VIA FACSIMILE
(703) 696-8828

March 7, 2000

U.S. Air Force
AFBCA/EX
1700 N. Moore Street, Suite 2300
Arlington, VA 22209-2802

To Whom It May Concern.

I am writing this letter concerning the construction of a major commercial airport at the Homestead Reserve Airbase. As a resident of Homestead (Keysgate), I feel that this airport would cause great danger to the environment. Our national parks in this area should be protected from the pollution these planes will cause. The Everglades National Park and Biscayne National Park are deemed some of the nation's most vulnerable natural environments – are we going to allow them to be destroyed for the purpose of constructing an airport in an area that holds some of natures most beautiful scenery not to mention the delicate habitats of the wildlife that live here.

Also, I believe the noise produced by these planes taking off and landing will be a great annoyance to the many residents surrounding the airbase. After a long day at work, I enjoy the peace and quiet of relaxing outside on my porch or out by the lakes.

I hope you carefully consider the negative consequences we will all have to face if this project is approved.

I would, therefore, like to voice my opinion: I am vehemently opposed to this project!

Signed,

Susan M. Johnson

Susan M. Johnson
457 S. E. 20th Drive
Homestead, FL 33033

002202

March 6th,2000

Ms.Shirley Curry
AFBCA/EX
1700 N. Moore St,Suite 2300
Arlington,VA 22209-2802
Fax:(703) 696-8828

Dear Ms. Curry:

I thank you for the opportunity to give my opinion about the future use of the Homestead Air Force Base. I read the Summary of the Draft SEIS and attended several public hearings
I am a disable person, a retired Dental Surgeon, I have suffered 3 heart attacks and 3 open heart surgeries and live in Homestead since 1995. My wife and I chose Homestead because it is a quiet and peaceful place to live with a natural and agricultural environment

My wife and I believe that the Collier-Hoover Mixed Use Alternative is the best solution for the economic revitalization of South Florida while protecting the environment in the National Parks

I found some points in the Summary of the Draft SEIS that are wrong:

Community Noise.
1) On page 55 it is written "The Keys Gate community could increase from 43 to 51 decibels"
I live near Keys Gate,at one of the hearings,on Feb 2, 2000 I did speak with the representative of the company in charge of the noise measurement, and after checking the table or chart printed on page 2 9-23 of one of the large volumes,he told me that "the noise in that area is going to be 90 DECIBELS, VERY NOISY, because it is only 4 miles from the air base,almost the same length of the airbase, and in almost direct alignment with the runway", which is inconsistente with the statement from the Draft.

2) On the same page it is written: "At most of the representative community points,aircraft noise At maximum one runway use would still be below ambient noise levels in those locations."
Which is not true based on the previous paragraph and according to the definition of ambient noise level

Agriculture
1) On page 58 it is written: "concerns have been expressed that a commercial airport at former Homestead AFB could introduce agricultural pests like Medfly and citrus canker to south Miami-Dade County. Medfly has been eradicated from the county,but citrus canker continues to be a potential threat. BRINGING COMMERCIAL AIRCRAFT TRAFFIC TO HOMESTEAD COULD REQUIRE THE QUARANTINE AREA THAT NOW COVERS 514 SQUARE MILES IN BROWARD AND MIAMI-DADE COUNTIES TO BE EXPANDED TO THE SOUTH COUNTY AREA"
With this statement the Draft SEIS is accepting that a commercial airport in Homestead could bring agricultural pests to this area which would put in danger the agricultural businesses located in this area. The statement from the Draft Seis is an insult to the intelligence of the farmers who have been protesting against the proposed commercial airport.

Safety
1) Why a representative of the Turkey Point Nuclear Plant was never invited or present at the SEIS meetings to answer the questions of the people ?
A lot of people is concerned about the safety of their homes if an airplane crashes on their homes killing all their family or even worst,crashes on the Nuclear plant causing a nuclear disaster that would affect not only Miami-Dade County but the whole State of Florida and the neighboring states
"It is true that the two nuclear reactors are housed in a massive reinforced concrete structures that could resist a direct impact from an airplane, but each year one third of the fuel rods in each reactor are replaced These deadly radioactive spent fuel rods are high level waste and must be kept kept out of our environment until the radioactivity decays to a safe level There are different radioactive isotopes present in the spent fuel and each isotope decays at a different rate
Cessium-137 takes about 302 years to become safe,however Plutonium-239 requires 243,000 years
There are not permanent storage for high level radioctive waste There is not a facility for temporary storage At Turkey Point the spent fuel rods are kept in pools of cooling water.known as spent fuel pits These spent fuel pits are not within the walls of the massive containment building The result of an airplane crashing into the spent fuel pits would be catastrophic for the State of Florida.
Besides the spent fuel pits,there are other structures that are vital for public safety and need crash protection The nuclear plant control room houses all the monitoring and control equipment for the reactors
Such structures need to be made crash proof before there is even the thought of operating a commercial airport five miles away The SEIS does not address any of this "
CauseWays,Sierra Club Miami Group Newsletter,vol 30 No.2 Feb.2000,pg 2.

On page 63 it is written "the results of an updated safety analysis were not available for the Draft SEIS but are expected to be included in the Final SEIS " Why is taking so long,more than a year, to the engineers from FPL to find out the safety of the nuclear plant ?

Crashes on Water
On one page of the Summary it s written that the oil spilled from a plane crash would float on top of the water and would not affect the bottom Well, any Biology student from College or High School knows that Plankton,a microscopic collection of microorganisms FLOATS on the surface of the water and are a very important part of the food supply for marine animals The spilled oil floating on the surface of the water would destroy the plankton.
Heavier oils would polute and destroy the bottom structures,plants and animals

Noise-Relocation
On page 87 it is written " Noise Measures for reducing aircraft noise could include relocating residents in high noise areas,structural sound attenuation of houses "
Will the government pay for those relocation and will they buy our houses at our prices?
Will the families be relocated to the houses of their choice,in cities other than Homestead?
Will the government pay for the structural changes to the homes?

If all these measure are being considered,it means that the noise will be higher than the ambient noise level,contradicting the statement on pg 54 Paragraph 4

I thank you in advance for your attention and for all these reasons I prefer the Collier-Hoover Mixed Use alternative for the development of the Homestead AFB

Sincerely,
Mario Santizo
927 SE 13th Rd
Homestead,Fl 33035

002305

2-20-00 COMMENT

Protect our national parks!
No Commercial Airport at Homestead ARB

We the undersigned urge the United States Air Force to abandon a commercial airport at Homestead Air Reserve Base and implore you to consider alternative proposals without harming our quality of life and our national parks.
PRINT CLEARLY PRINT CLEARLY PRINT CLEARLY PRINT CLEARLY PRINT CLEARLY

Name	Address	City	St	Zip	Phone	Email

I DONT UNDERSTAND HOW YOU CAN CONSIDER A AIRPORT IN DADE COUNTY WHICH WILL FLY OVER OUR CANALS WHEN YOU HAVE NOT DONE A STUDY OF THE DAMAGE TO THE CANALS THAT HAS OCCURRED AROUND M. DADE INTERN. AIRPORT ARE WE GOING TO ALLOW POLITICS TO SPOIL WHAT LITTLE PRISTINE LAND WE HAVE LEFT IN S. FLORIDA? I PRAY NOT AS DESTRUCTION OF OUR NATURAL RESOURCES IS FOREVER

Murray E Nelson
374 BAHIA AVE
KEY LARGO, FL.
33037

Dear US Airforce: 002310

I oppose the development of a commercial airport at the Homestead Air Base. I believe it will cause unacceptable pollution and noise in adjacent Everglades and Biscayne national parks, not only despoiling these natural treasures but harming our national initiative, paid for by the taxpayers, to restore them.

The Air Force must ensure that this Federal property does not become a vehicle for the destruction of some of this country's most precious and unique natural resources.
Please consider this my formal comment regarding the draft Supplemental Environmental Impact Statement for the redevelopment of the Homestead Base.

Sincerely,
Edward Dickens

Edward C. Dickens
4833 Estate Circle
Land O' Lakes, FL 34639

002312

To whom it may concern! I want you to know that I strongly oposse the idea of building an international Airport within 2 miles of Biscayne National park. This Airport will clearly harm the beutiful habbitat surrounding the park. It will emit many Tons of Toxic pollutants into the air every day. Lead and other hazardous Chemicals will wash into beutiful Biscayne Bay. It will also contribute to loss of ground water flow into the Bay. The Nearby marine Sancuary + Wildlife would be heavily impacted by airplain nois & associated sprawl development. Please lets preserve this butifull land for us, and many generations to come

sincerely Judy Gibson

Judy A. Gibson

002313

February 29, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore St., Suite 2300
Arlington, VA 22209-2802

Subj: Draft Airport Proposal SEIS

I am opposed to establishing this airport in South Florida. My objections:

1. It would greatly impact development of this environmentally sensitive area, an area that should never have been developed in the first place.
2. The US government is spending $ billions to restore the Everglades. This airport proposal runs completely counter to the effort.
3. It makes much more sense to expand airports further north in Florida near existing large population areas, such as Orlando/Tampa area.

Sincerely,
Dennis H. Anderson
4723 Fort Circle
Minnetonka, MN 55345

Winter address:
2130 Cleveland Ln, #101
Naples, FL 34109

002314

Input on ~~flyers~~ - ~~sent~~ - in Homestead!!! -

Re: Agreement w/ others - saying "Homestead needs a commercial airport now" - a good idea! - Very long time! 2 major

Dear Sirs: -

I've hope you receive this in time! - Enclosed cartoon is really an exageration of the facts! - I have a comment to make! - My husband receives treatment at the Miami V.A. Med. Center - & I've 3" go up there - our dog goes too - & I sit outside of our van & stay w/ our Alaskan Husky - while my husband - a 100% disabled Vet. - goes inside the bldg. - as the V.A. Med. Center is very near the airport - it is in the path of the aircraft - landing pattern & take-off pattern & in all my time spent there - I never found the noise to be excessive or bothersome - or of an inconvenience - !! It is a minimal noise & I've can not see what???? The fuss is all about by these - "conservationalists" - about this problem they seem to think is going to be caused by aircraft at Homestead!!

(2.)

We came here to the Keys 22 yrs. ago - from the Houston, Tx. area & we had "Hobby Airport" there - & no one complained of that airport - & still don't as being a problem! Sure wish these so called "Eco-goodies" would realize the facts - & let the airport be where it is needed!!! -

I hope this will add a little positive note to all this!! -

We also, are very conscious of nature & we want to save the environment - but we think that Homestead needs the airport!!

Thank you for listening & hope it helps! - Sincerely,

Dora C. Carrel
215 Pueblo St.
Thornia, FL 33020-2126

and husband Raymond

002315

Dear U.S. Air Force:

I oppose the development of a commercial airport at the Homestead Air Base.
I believe it will cause unacceptable pollution and noise in adjacent
Everglades and Biscayne national parks, not only despoiling these natural
treasures but harming our national initiative, paid for by the tax payers, to
restore them.

The Air Force must ensure that this federal property does not become a
vehicle for the destruction of some of this country's most precious and
unique natural resources. Please consider this my formal comment regarding
the draft Supplemental Environmental Impact Statement for the redevelopment
of the Homestead Base.

Sincerely,

(Please Print)

Name: John Trapuzzano

Address: 8321 N. GREENWOOD AVE.

City/State/Zip: TAMPA, FL 33617

Page 1

002317

JORGE M. VIGIL
11512 N.W. 43RD TERRACE
MIAMI, FLORIDA 33178

March 7, 2000

Ms. Shirley Curry
AFBCA External Affairs
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

Dear Ms. Curry:

I support the proposed conversion of Homestead Air Base as a commercial airport in accordance with the proposed Miami-Dade County plan. In my opinion, the SEIS shows that a commercial airport at the Homestead Air Base is a "sustainable development" that will maximize the impact of economic development while minimizing the impact upon the surrounding environment.

Very truly yours,

Jorge M. Vigil

002318

CAPT. JOHN & SUSAN LOFTIS
24 CENTER LANE
KEY LARGO, FLORIDA 33037
305-453-1055
email loftis@terranova.net

March 11, 2000

Homestead SEIS, AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington VA 22009-2802

John is a commercial air carrier Captain with 30+ years flying experience and Susan is a private pilot.

We are for the commercial airport that is proposed at the Homestead Air Force Base, because it will be economically beneficial for the Homestead area. We don't feel that the Homestead Airport will have any negative effect on the peace and tranquility of our life in Key Largo

John & Susan

JOHN & SUSAN LOFTIS

File: Homestead Airport

002319

March 12 2000

Homestead needs a Commercial airport now.
I have live in Homestead for 30 years. I am a home owner for that many years I live in Sunrise 460 NE 18 ave townhouse 113 I love Homestead and have work very hard to support the residents in South Miami. I raise my family and still working at the hope is things getting better. the mother of 13 Children 47 grand children and five first grand children Homestead is a great place. hope this helps

Myrtle L Peterson

002320

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 02-02-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

No and my family wants the air port. Because we will have more job opportunity and many more jobs.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: AL NOPENA
ADDRESS/DIRECCION: 14201 SW 182 AVE
CITY/CIUDAD: Homestead Fla
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33130

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

Se publicarán sus comentarios en el SEIS FINAL. Favor de no incluir su dirección personal si no deseas que esta aparezca en el SEIS FINAL. El hecho de proporcionar esta información es considerado como su consentimiento para publicarla

Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

002321

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA:

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I do want it! The Air Port.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Arsenio Nat
ADDRESS/DIRECCION: 29940 SW 154 CT
CITY/CIUDAD: Hmstd Fl
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33033

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AFBCA/EX
1700 N Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

002322

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 02-25-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I want this project in Homestead will have better opportunity on all categories -

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Pablo Fajardo
ADDRESS/DIRECCION: 15311 SW 302 St.
CITY/CIUDAD:
STATE, ZIP CODE/ESTADO ZONA POSTAL:

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Homestead SEIS
AFBCA/EX
1700 N Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

002323

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 02-07-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I want the air port, because, I think, is the best for Homestead Residents also, many Jobs can be open for people that don't want to drive, so far

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Nery [illegible] Perez
ADDRESS/DIRECCION: 15475 SW 216 St
CITY/CIUDAD: Homestead Fla
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33170

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

Se publicarán sus comentarios en el SEIS FINAL. Favor de no incluir su dirección personal si no deseas que esta aparezca en el SEIS FINAL. El hecho de proporcionar esta información es considerado como su consentimiento para publicarla

Please hand this form in or MAIL BEFORE March 7, 2000 to:
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Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

002324

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2-8-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Yes I want Airport more Dollars and Better for the Community.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Tammy & George Wright
ADDRESS/DIRECCIÓN: 29915 SW 152nd
CITY/CIUDAD: Leisure City, FLA
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33033

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

Se publicarán sus comentarios en el SEIS FINAL. Favor de no incluir su dirección personal si no desea que esta aparezca en el SEIS FINAL. El hecho de proporcionar esta información es considerado como su consentimiento para publicarla

Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

002325

Written Comment Sheet – Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS – Audiencias Pulicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participacion

DATE/FECHA: 3-3-2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I am in FAVOR of having the Homestead A.F.B. become a Comercial Airport.

****CONTINUE ON BACK FOR MORE SPACE****
****CONTINUE AL DORSO PARA MAS ESPACIO****

I BEVERLY CLERFEUNE **support the Dade County Airport for Homestead.**

NAME/NOMBRE: Beverly Clerfeune
ADDRESS/DIRECCION: 10800 SW 183 ST
CITY/CIUDAD: Miami
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Fl 33157

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

Se publicaran sus comentarios en el SEIS FINAL. Favor de no incluir su direccion personal si no desea que esta aparezca en el SEIS FINAL. El hecho de proprocionar esta informacion se considerado como su consentimiento para publicarla.

Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N Moore St Suite 2300
Arlington, VA 22209-2802
FAX 703-696-8828

Visit us on the WEB @ www.Homesteadairport.com

002326

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/25/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

YES I DO WANT

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: T. R. LOPEZ
ADDRESS/DIRECCIÓN: 15010 SW 307 ST.
CITY/CIUDAD: HOMESTEAD FL.
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33033.

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N Moore St, Suite 2300
Arlington, VA 22209-2802
FAX 703-696-8828

Homestead SEIS, AFB-CA/EX

002327

For a cargo airport to be built adjacent to a nuclear power plant, Turkey Point, is totally insane. The Sac Base run by the US air Force was of the highest performance in maintenance, quality of planes, and pilot training. Not so with cargo Planes. One accident could clean out most of South Florida and the Upper Keys. For this reason, in addition to the obvious pollution & constant noise and the environmental damage that will be done to a very sensitive eco system, I am totally against the idea of such an airport being built. There is a far more friendlier and safer alternative proposed. I have lived in the Florida Keys since 1956 and this is without a doubt the worst idea yet that could ruin such an incredible subtropical National Treasure.

26 Card Sound Rd
Key Largo Fl.

Sincerely
Sheila O'Brien

CALIFORNIA

CARGO AIR CRASH KILLS 3; PILOT HINTED LOAD SHIFT

RANCHO CORDOVA — Moments before his DC-8 cargo plane crashed into an auction yard of junked cars, the pilot reported problems with the balance of the aircraft, investigators said Thursday

Emery Worldwide Flight 17 plunged into the yard Wednesday night, killing its three crew members and setting dozens of cars ablaze.

The pilot described a "center of gravity" problem shortly after leaving Mather Field in suburban Sacramento, investigators said. That possibly could mean a shift in load, incorrect cargo weight or mechanical problems, the National Transportation Safety Board said Thursday

The victims were identified as Capt. Kevin Stables, 43, of Berlin, N.Y., First Officer George Land, 35, of Placerville, Calif., and Second Officer Russell Hicks, 38, of Sparks, Nev.

002328

Written Comment Sheet – Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS – Audiencias Pulicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participacion

DATE/FECHA: 2-29-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Homestead needs the airport to support our growth in the county

****CONTINUE ON BACK FOR MORE SPACE****
****CONTINUE AL DORSO PARA MAS ESPACIO****

I Selena Bartard support the Dade County Airport for Homestead.

NAME/NOMBRE: Selena Battard
ADDRESS/DIRECCION: 19270 SW 256 St
CITY/CIUDAD: Hmstd, FL. 33031
STATE, ZIP CODE/ESTADO, ZONA POSTAL FL. 33031

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FAX 703-696-8828

Visit us on the WEB @ www.Homesteadairport.com

002329

"Homestead Air Force Base up for Grabs"

TO: Federal officials: –

I am – against – the "grabbing of Homestead AFB" by the "Collier-Hoover Group" – and believe this would be a serious mistake! – –

I am for the use of this facility by airport related interests – / a civilian airport – alongside A.F.B. Facilities to be used (if necessary) for defense !! – the ecology would not be affected – ! – The noise would not be noticed – (as it has not bothered folks near airports – in other areas (Re: friends of ours who are near airports! – – the civilian airport would alevate the traffic at Miami airport & could also make travel easier / more convenient to those S. of Miami airport & nearer to Homestead! –

This is such a logical way to solve

(2)

these problems – and it is a shame no one will "get on the band wagon" – for the airport idea !! – We, in our family – are all for ecology & mother nature & we dearly love this land of ours (my husband is a 100% disabled Veteran of WW II & he cherishes this country & our flag & all it stands for) – but the land surrounding the airport (if it is used for that) will remain the same & the natural areas will be fine & all will work out! → as it has everywhere else – an airport is located – ! (We lived near Hobby airport near Houston for 18 yrs. – & no problem & it was wonderful to use that airport & not have to go to N. Houston to the big airport! – Hope you will read this and hope the airport idea / will get serious consideration.

Sincerely, Dora C. Darrah
215 Pueblo St.
Traverner Fl. 33070
Same address – 22 yrs –

Mr Raymond E Darrah Sr
215 Pueblo St
Tavernier Fl 33070-2128

002330

"Homestead Air Force Base up for Grabs"

TO: Federal officials;

Special Interest Groups, for self gain, such as the Collier-Hoover Group, plan to steal the land, by a mineral rights transfer, and to plant large resort hotels & golf courses & etc., monies to D.O.D. (& taxpayers) is nil! This land grab should be stopped, because all it would serve – is the Collier Group and not the tax payers. –

I believe, in the long run, the D.O.D. should not release the land, reason being: – Homestead Air Force Base – could be converted into a badly needed dep. airport and up dated into / including an Air Force operation on one side of the force, and a civilian airport on the other side: This would

"Homestead air Force Base up for Grabs" - (continued)
(2)

serve the tax-payers, D.O.D. and our flag far better than to give in to the Collier-Hoover "Big Grab" for personal gain!! -

Homestead Air Force Base is a first-line of defense - if Cuba decides to export missiles and take out the Navy Base in Key West and golf courses & an aquarium & hotels - are really not used to defend the flag & save our ass. - Fighter aircraft & such, work much better. Hence a 2 purpose airport; (civ. & D.O.D.) would serve the country far better than the Collier-Hoover land grab proposal!

(3)

This input - concerning "Homestead air Force Base up for Grabs" - is respectfully submitted by:

Raymond E. Darrah
RAYMOND E. DARRAH
215 Pueblo St.
TAVERNIER, FL 33070-2126

a concerned citizen - and resident in this area for 22 yrs. - - (World War II - 100% disabled combat veteran) -.

I thank you!!

Re:- Use of the Homestead Air Base

002331

Dear Sirs:-

This is another note to say what I/we think, in our family - concerning the use of this excellent facility. It is such a waste to not use this area as the Homestead A.F.B. was used & a great place strategically for the Air Force Base! - But, since we assume that is not even being considered as being re-activated - it will be considered for other uses!! - we would be much better off - from using this land as an airport and the damage to anyone or anything would be minimal - if at all - & it's too bad we can't just have this airport - & "get on with it"! - we don't need any more Golf Courses, or tourist aquarium or any more tourist attractions & there are enough Cordo's & etc. - just looking for bugers - right now!! This idea is so logical - it just screams logic! Having the A.F.B there was very acceptable & no one had any problems with it! ——

(2)

we have friends - / who raised 5 lovely children - in Miami right near the airport & all went well for them & the couple is still living there & they're happy & still married, too! - — airports are not as bad as they're being painted!! I guess you can tell my frustration -, and know what I say - won't be listened to - but I had to say it! - Thank you for your time in reading this!! I

Sincerely,

Raymond E.

Diana C. Darrah
215 Pueblo St.
TAVERNIER, FL 33070-2126

002334

SOUTH DADE COMMUNITY COUNCIL
P.O. Box 570503
Miami, FL 33257-0503
Phone & Fax
(305) 388-1229

March 2, 2000

U.S. Air Force
AFBCA/EX
1700 N. Moore Street
Suite 2300
Arlington, VA 22209-2802

Re: Homestead AFB Conversion

Dear Sir

The South Dade Community Council, an umbrella group comprised of over thirty (30) Homeowners Associations in South Miami Dade County, representing some thirty five hundred (3,500) homes and families, wishes to be on record as being in support of the Collier - Hoover Plan for the re-development of those portions of the former Homestead Air Force Base no longer in use.

Our organization has followed this process since it first began and we have attended far too many meetings and public forums on this issue. Originally, we were told the airport project was to be an economic catalyst for the sagging economy of the Homestead/Florida City area. However, now that other viable economic remedies have been proffered including the Collier-Hoover Plan, which will provide the much needed economic assistance and jobs without damaging the fragile economy of the area, we are now told that the real reason this should be conveyed to local government is so that Dade County can build another airport and to help them compete with other airports in neighboring cities.

Enough is enough! Where do we draw the line when it comes to our environment? Haven't we learned from our mistakes to a point where we would not jeopardize such pristine wetlands and waters as Everglades National Park or Biscayne National Park? What price will we put on our children's future and the future of this planet, in the so-called name of progress next time? Where and when do we stop?

We say the time is now! Say yes to the Collier - Hoover Plan and yes to preserving our precious natural resources for future generations to come.

Sincerely,
South Dade Community Council
Richard Rebuth - Chairman

002335

Meg R. Holderman
228 Westwood Drive
Key Biscayne, FL 33149
March 6, 2000

U.S. Air Force
Homestead SEIS
AFBCA/EX
1700 N. Moore Street
Suite 2300
Arlington, VA 22209-2802

Dear Sir or Madam:

Please stop the Air Force's proposed transfer of the Homestead Air Reserve Base in Florida to Miami-Dade County for the construction of a major commercial airport next to two national parks. I am a resident and property owner in Key Biscayne, FL. We recently relocated to this area to enjoy Biscayne Bay and the Everglades. I strongly believe that a commercial airport at the Homestead Air Reserve Base in Florida will cause unacceptable noise, water and air pollution to this area and will be detrimental to the Eco-tourism trade in the region.

There are better alternative sites in north Dade County for a commercial airport. A better alternative for the development of the Homestead base is a mixed commercial and residential plan that is more compatible with the adjacent national parks yet still provides revenue to the local area. The National Parks bring significant revenues to the local area and this important source of revenue should not be compromised for the financial gain of a few lobbyists.

I urge you to consider the alternatives and help us develop a win/win proposal for the Homestead Air Reserve Base in Florida. Thank you for your time and consideration.

Sincerely,

Meg R. Holderman

Meg R. Holderman

002339

U.S. Air Force

March 3, 2000

I am opposed to the development of the Homestead Air Force base being used for a commercial airport. The study show the airport would have devastating effects on adjacent Everglades and Biscayne National Parks. Tons of toxic pollutants would go into tropic waters.

I do support such development for mixed commercial and residential use.

Dion V. Matrisciano

Dion V. Matrisciano
525 33rd street
West Palm beach, FL
33407-4817

002340

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 03/04/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I have lived in the Redland continuously since 1964. I have raised my four children here in this agricultural community. This peaceful rural lifestyle will be negatively shapped forever by a commercial airport.

Pollution from commercial airplanes will, without a doubt, decrease production of mangos, avocados, and vegetables, which is a multimillion industry in South Dade County.

My final concern is about the close proximity of the proposed airport to the Turkey Point nuclear power plant which supplies the majority of Dade County's electrical power. What an absolute disaster if there were to be an airplane crash on take off or landing.

I support the Collier/Hoover mixed use alternative development.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: M. Alston

ADDRESS/DIRECCIÓN:

CITY/CIUDAD:

STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

002342

Fr: Louella Kuntz
1111 Adams Ave. Unit B
Homestead, FL 33034

5-3-00

There are several thousand retirees who chose to live & live in Homestead because of the country atmosphere & the quiet life. Most of us are outside the high income brackets.

We have been all but screaming that we do not want a Commercial Airport here, but the Politicians will not listen to us.

Mayor Steve Shiver of Homestead, Lone Walker, Miami-Dade Mayor & Construction owners are doing every sneaky thing they can think of to get this airport.

I received my utility bill today and enclosed with it is a full page Propaganda demanding that we support this. We're wondering if it is legal to do this to those of us who are dead-set against having transport planes as well as others fly overhead day & night.

I am enclosing what alot of us really would like to see here - the Collier-Hoover groups who are well known and are environmentally sensitive. These are the groups that Mayor Steve Shiver describes general terms as lunatic terrorists.

Please do not make us more from here because we will if the Politicians win again.

Sincerely - Louella Kuntz

002345

Date: February 26, 2000

U. S. - AIR FORCE

To: Homestead SEIS
AFBCA/EX
1700 N. Moore Street
Suite 2300
Arlington, VA 22209-2802

FAX: (703) 696-8828

From:

Name: Charles W. Kelly

Address: 2587 S. E. 7th Court

City/State/Zip: Homestead, FL 33033

I am writing this letter to tell you that I support the Collier/Hoover mixed use development plan for Homestead Air Force Base. The Collier/Hoover mixed use alternative development offers a partnership between the environment and the economy. Through creation of a visitor attraction, educational facility and business center, the project will bring jobs and dollars to South Dade without harming the national parks. Please support this proposal.

Sincerely,
Charles W. Kelly

The Collier/Hoover plan is the best answer to the development of the base, that is now available. They can move quickly and should bring the much needed jobs to the area, before any significant jobs would develop from building a commercial Airport.

The Miami-Dade County government has already shown itself inept in its handling of the proposed conversion and must not be allowed to have any further say in this matter.

002346

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: MARCH 2, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I STRONGLY OPPOSE THE CONSTRUCTION OF A COMMERCIAL AIRPORT AT THE FORMER HOMESTEAD AIR FORCE BASE FOR THE FOLLOWING REASONS:

1. A COMMERCIAL AIRPORT WILL DEGRADE THE EVERGLADES AND BISCAYNE NATIONAL PARKS, THE CROCODILE LAKE NATIONAL REFUGE, THE NATIONAL MARINE SANCTUARY, THE PENNEKAMP STATE CORAL REEF PARK, THE MANY HABITATS ON KEY LARGO WHICH CONTAIN MANY SPECIES THAT HAVE BEEN IDENTIFIED AS ENDANGERED OR THREATENED UNDER THE ENDANGERED SPECIES ACT. POLLUTION WILL CAUSE IRREPARABLE DAMAGE TO THESE AREAS.

2. A MIXED USE ALTERNATIVE IS AVAILABLE: THE HOOVER/COLLIER MIXED USE PLAN. THIS PLAN WILL PROVIDE THE NEEDED ECONOMIC BOOST TO THE HOMESTEAD AREA AND STRIKE A BALANCE BETWEEN ECONOMIC IMPROVEMENT AND PRESERVATION OF OUR NATIONAL AND STATE TREASURES. THE HOOVER/COLLIER PLAN IS THE BEST SOLUTION FOR THE RE-USE OF THE FORMER AIR FORCE BASE. I STRONGLY SUPPORT THIS PLAN.

****** CONTINUE ON BACK FOR MORE SPACE ******
******CONTINUE AL DORSO PARA MAS ESPACIO******

NAME/NOMBRE: NEAL DALE

ADDRESS/DIRECCIÓN: 50 LAKESIDE LN. UNIT A

CITY/CIUDAD: KEY LARGO, FL

STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33037

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Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX. 703-696-8828

002347

March 11, 2000

Homestead Draft SEIS
AFBCA/PA
1700 N Moore St, Set 2300
Arlington, VA 22209-2802

To Whom It May Concern:

I have lived in Homestead since 1984. I also have my business here, which has slowed down considerably since Hurricane Andrew. As you may be aware our Community has since rebuilt immensely. We still have a long way to go and the rebuilding of the Airforce base would definitely help our businesses and community as a whole. I am in favor of this plan and would like to see it become a reality.

Thank you and God bless you.

Respectfully yours

Renita Johnston

MR. & MRS. CHRISTOPHER I. PAGE
33 ISLAND DRIVE
OCEAN REEF CLUB
KEY LARGO, FL 33037

002351

March 2, 2000

Homestead SEIS, AFBCA/EX
1700 North Moore Street, Suite 2300
Arlington, VA 22209-2802

Dear SEIS

My husband and I are residents at Ocean Reef Club in Key Largo We are very concerned over the impending issue of expanding the airport in Homestead Those of us who have come to the Keys have done so because of the unspoiled natural surroundings: the beauty of the parks, the water, the reefs and the birds Because of the tentative nature of the balance amongst all these fragile factors we fear that the quality of life will be dramatically and forever compromised with the addition of a major airport.

Our personal experience with this type of expansion is very first hand When we moved to Hyannisport, Massachusetts on Cape Cod full time 20 years ago the Barnstable Airport in Hyannis, located in the center of town was very small, a few shuttles (mostly goods and newspapers to nearby Martha's Vineyard and Nantucket) and a minor passenger service were in place. Now it has become the second busiest airport in Massachusetts (Boston-Logan is first) A huge parking lot surrounds the airport and is filled to capacity throughout the summer and fall Passengers do not spend time or cash in the Hyannis area – instead Hyannis has become the parking lot for the islands. So now we have the noise and pollution, but not the boost in economy or jobs that was anticipated.

We feel strongly that Homestead would not benefit from a major airport We are disturbed that a no – bid 45-year lease on the property was awarded to a group of local developers (HABDI)

If we are going to protect our environment then our actions should be consistent with stated and mandated government regulations regarding environmental concerns.

Lest you believe that we are looking at this from a one-sided perspective we would point out to you that on Cape Cod the people and communities around the airport

settled in long before the airport grew. The result is that we now have a raging war between the entities with an ever-rising level of hostility.

Sincerely,

Carole & Chris Page

Carole and Chris Page

cc: Vice-President Al Gore
Interior Secretary Bruce Babbitt
Defense Secretary William S. Cohen
Secretary of the Air Force, F Whitten Peters

002352

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 3/4/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

As a native of Dade County, I strongly opposed a commercial airport at Homestead AFB. Such an airport would cause complete degradation to quality of life in this area. Noise, air and visual pollution, urban sprawl and a decrease in agricultural space are all unacceptable consequences. An alternative, such as the mixed-use plan of the Collier-Hoover group will provide economic incentives without a negative impact on the quality of life. I implore you not to convey this propert for use as a commercial airport!

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Harry M. Grafe
ADDRESS/DIRECCIÓN: 16361 SW 248 ST
CITY/CIUDAD: Homestead FL 33031
STATE, ZIP CODE/ESTADO, ZONA POSTAL

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Homestead SEIS
AFBCA/EX
1700 N Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

March 3, 2000

002353

Linda K. House
2550 Fairways Dr.
Homestead, Fl. 33035

Homestead Draft SEIS
AFBCA/PA
1700 N. Moore Street
Suite 2300
Arlington, Va. 22209-2802

Re: Homestead Commercial Airport

To whom it may concern

This letter is written to seriously oppose constructing a commercial airport in Homestead. The last thing we need here is an airport that will destroy nature's beauty.

Yes. It is true that Homestead has had a difficult time rebounding from Hurricane Andrew. But, it is happening. I talk to people every day that love living and visiting this area. Their comments range from "It is so peaceful here." to "This is why we visit Florida. You have beautiful birds, gorgeous waters, the Everglades and a sense that 'Big Brother' has not spoiled it!".

Unfortunately, spoiling what we have here in Homestead and near by, is exactly what the City of Homestead wants. We have seen what the City thinks of its residents by broken promises. They listening intently to our needs and concerns and then do just what they want and intended to do all along. We are VERY tired of it! Because now, it's not just a matter of blasting every other day (which the City claims to be excavating), it is an opportunity for them to ruin nature's finest.

An airport in this area doesn't even make sense. The only access would be the Florida Turnpike and US-1. This is not exactly handy. And if cargo planes are arriving on a regular basis, wouldn't it be nice to have a railroad near by or a seaport? And let's not even talk about the massive, extra 18-wheeler traffic!

The Collier-Hoover families have presented sound, attractive ideas for the area. It would, also, provide jobs, enhance the draw for visitors (providing more income for already established

businesses) and would not destroy the environment. Not only that, the majority wants a plan such as this.

An acquaintance of mine has a terrific job. At the tender age of 36, he has managed to become financially well-off in a relatively short time. And he did not succeed by investing in the Internet. His fortune has been generated by providing soundproofing for homes and businesses near airports! Perhaps, the City thinks soundproofing all of our homes will make everyone happy. I guess it wouldn't be too bad if we just wanted to stay in our homes constantly. But, isn't the reason most of us visit and live in Florida because of the weather and the enviroment?

Needless to say, as you can tell, I am opposed to the airport. I don't know if my letter will be read or considered as viable if read. I only hope that, for once, our officials do not only what is right for the people and what they want, but, also, for the environment. Don't let the *snow job* of the City officials fool you. We don't need the airport and we don't want it!!

Thank you for reading this.

Sincerely

Linda K. House
Concerned Resident

002354

Stuart Reed, Esq. (305) 674-9495
Attorney at Law
Historic City Hall, 6th Floor
1130 Washington Avenue
Miami Beach, Florida 33139

"There is no quiet place in the white man's cities.
No place to hear the unfurling of leaves in spring, or the rustle of an insect's wings."
Chief Seattle, 1854

March 3, 2000

Homestead AFB SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802

To the Homestead Air Force Base SEIS:

I live in Miami Beach and love it here. One big reason is because I love kayaking on Biscayne Bay. It is warm, shallow, clear and full of grasses, sponges, corals, stone crabs, horseshoe crabs, stingrays, a great variety of fish and birds, dolphins and manatees.

Biscayne Bay extends about 50 miles from Key Largo to North Miami Beach. Near Miami Beach, the kayaking is great, but it is in the midst of a big city. South of Miami the Bay is part of Biscayne National Park. It is a place to escape from the city and imagine what Biscayne Bay was like before Miami arrived.

I live in the South Beach neighborhood. It is under the Miami International Airport's flight paths. Planes fly over my apartment frequently throughout the day. If I'm talking on the telephone when they do, I often have to walk into a room without windows to hear or to put my conversations on hold because of the jet engine noise.

If the Homestead Air Force Base will be redeveloped as a commercial airport, then Biscayne National Park will have the same type of noise from airplanes as South Beach. The blessings of having a quiet, natural experience on a broad, tranquil and rich sub-tropical body of water will be gone in Biscayne Bay. For me, the Everglades' swampy wilderness is priceless but it isn't as inviting or accessible. For many people in South Florida, the Biscayne Bay is our refuge and wilderness.

Under a commercial airport's flight paths the natural sounds of the Bay would be drowned out under the noise of the jet engines, many times throughout each day. The Homestead Air Force Base is even closer to Biscayne Bay than the Miami International Airport, so the planes in Homestead would be even closer to the water as they would take off and land. Our refuge from the city would be gone.

For what? I went to a public hearing on the fate of the Homestead Air Force Base and heard proponents for the airport say how vital the number of jobs created

Telephone: (305) 674-9495 Email: stureedlaw@aol.com Facsimile: (305) 535-5772

would be. They said that the Miami International Airport will soon reach its capacity and that the people of Homestead ought to be able to capitalize on that opportunity.

I believe, however, that the alternative proposal for a mixed-use development would be better in the long run for the local economy. It would provide homes and jobs at a pace that would be driven by existing demands for residential and business growth in South Florida.

You probably know that South Florida is desperately trying to manage its rapid, sprawling urban growth. We need large sites like the Homestead Air Force Base to accommodate our demand for residential and commercial development.

An airport would surely spawn more sprawl, as well as drown out the quiet sounds of nature in two national parks, because the jobs created on the site of the Air Force Base would require residential and commercial development off of the site. The airport's workers would need to live somewhere and businesses would develop to serve them. With a new airport, the urban blob of Miami would race south and the low intensity urban and agricultural atmosphere of south Miami-Dade County would quickly disappear.

At a public hearing about the fate of the Homestead Air Force Base, and our National Parks, the Sierra Club's Florida Chapter President commented that Biscayne Bay and the Everglades National Parks are important natural resources to the entire country. He went over compelling economic statistics showing that Homestead does not have an economic necessity for a new commercial airport, because the city's unemployment rate is about the same as the rest as Miami-Dade County. Another speaker commented that no one could ever get away with building a commercial airport so close to Yosemite, Yellowstone, or the Grand Canyon national parks.

Believe me, great numbers of voters in the United States could never forgive someone who would allow South Florida's national parks to be spoiled. We recognize that an airport would be a big sell-out to greedy land speculators and merchants who are drooling over the potential boom from an airport's sprawling urban growth. I trust that you have the wisdom to see through and beyond the parochial whining for new jobs, and will see that it has mainly been drummed up by greedy land speculators, greedy merchants and myopic politicians who want to curry their favor.

Sincerely,

Stuart Reed

Stuart Reed, Esq.
Miami Beach, Florida

002356

HOMESTEAD SEIS
AFBCA/EX
1700 NORTH MOORE ST
SUITE 2300
ARLINGTON VA 22209-2802

February 29, 2000

Dear U.S. Air Force:

I have just learned of the proposed development of a commercial airport at the Homestead Air Base And I would like you to consider this a formal comment regarding same.

I spend as much time as I can enjoying the outdoors however, everyday I see urban sprawl and pollution destroying and encroaching upon the world around me. Please do not contribute to the despoiling of our natural resources which many people value far above any manmade development.

If you MUST "develop" federal land than I would support the less harmful alternative of developing it for mixed residential and commercial use. The land is in your keeping. Do not bow to pressure from local politicians and developers. Thank you.

Sincerely,

Michelle Mochalski
10106 Moores Mill Ct.
Tampa, Fl 33615

002361

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 3-2-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I OPPOSE THE ESTABLISHMENT OF A COMMERCIAL AIRPORT IN SOUTH DADE COUNTY, FLA., BECAUSE:

1. IT WOULD CREATE AN ATMOSPHERE CONTRARY TO THE NEED OF THE PRESENT TREND TOWARDS A MID-INCOME BEDROOM/RETIREMENT COMMUNITY.
2. IT WOULD INCREASE THE POLLUTION OF WATER AND AIR TO A POINT DETRIMENTAL TO QUALITY OF LIFE, THE ESTUARY CONTRIBUTION TO OUR FISHERIES IN BOTH BISCAYNE BAY AND FLORIDA BAY, AND TO BOTH FLORA AND FAUNA OF TWO NATIONAL PARKS.
3. IT WOULD NOT HAVE A SUGGESTED LARGE IMPACT ON LOCAL UNEMPLOYMENT WHICH HAS RESULTED FROM NON-ECONOMIC SELECTION OF THIS AREA BY A SUB-POPULATION OF INDIVIDUALS OF LIMITED ABILITIES AND EMPLOYABLE SKILLS.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: David M. Biggar - DAVID M. BIGGAR
ADDRESS/DIRECCIÓN:
CITY/CIUDAD: HOMESTEAD
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL. 33030-4242

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

Se publicarán sus comentarios en el SEIS FINAL. Favor de no incluir su dirección personal si no desea que esta aparezca en el SEIS FINAL. El hecho de proporcionar esta información es considerado como su consentimiento para publicarla

Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

002362

3-3-00

Please don't let the old Homestead Air Base turn into a commercial airport. This would be the sure death of our National Parks in South Florida.

In 1954 I was born in Miami and I have lived here all my life. Unfortunately I have watched year after year the nature and the magic of Miami being stripped away. We have too much development. Our City is splitting at the seams already, To put an airport there would be absurd, the noise, the pollution, and not to mention the traffic congestion it would create. This proposed airport would not benefit the residents here. The only ones it would benefit are the politicians and those who would receive the contracts to build the airport.

Please let there be something there that would benefit the community that wouldn't have such a tremendous impact on us.

2

3-3-00

My personal opinion is: "Why develop the land at all?" Why not give it to the National Park service for a buffer. The Everglades National Park and the Biscayne National Park needs all the help it can get. But I know no one would agree with that philosophy. So please choose the project with the least impact on our community. Please I don't want to have another reason for wanting to leave my home, Miami. Don't destroy the essence of South Florida. What is the sense of the massive Everglades restoration project if there is an airport next to it. Let's get real!! Please spare the little natural beauty and the dwindling wildlife we have left here.

Sincerely,
Cheryl Oswald
Lauren Oswald
Ronald Oswald

1101 Ella Street
San Luis Obispo, CA 93401
kathy@dollard.org

002363

28 February 2000

Homestead SEIS, AFBCA/EX
1700 North Moore Street, Suite 2300
Arlington, VA 22209-2802

Re: Proposed commercial airport at site of Homestead AFB

Redevelopment of the former Homestead Air Force Base presents a wonderful one-time opportunity to protect and restore the ecological functions of the South Florida ecosystem, to preserve precious open space and further protection of existing parks and sanctuaries set aside for future generations. It is inconceivable that a public entity might facilitate the degradation of the public's national parks and marine sanctuaries and further the destruction of the Everglades, one of the world's most unique and threatened natural resources.

Yet, the proposed international hub airport, rivaling Miami International, to be built just two miles from Biscayne National Park and ten miles from Everglades National Park and Florida Keys National Marine Sanctuary, would be devastating. The airport and the inevitable extensive development associated with it would emit seven tons of toxic pollutants into the air every day and wash lead, heavy metals, and other hazardous chemicals into Biscayne Bay, polluting its waters and killing the life within it. Wildlife in adjacent parklands would be severely disrupted by airplane noise and decimated by industrial sprawl.

The mixed-use alternative in the SEIS is the most preferable option, and is more acceptable than the commercial airport, as it would allow some combination of commercial, residential and "other" uses which would have a less deleterious impact on the delicate and endangered Everglades system.

Thank you for your attention.

Katherine Dollard

EDEN, INC.
P O BOX 924299
PRINCETON, FL 33092-4299
(305)257-1731
Fax (305)257-9831

002364

March 3, 2000

Homestead SEIS
AFBCA/EX
1700 N Moore Street, Suite 2300
Arlington, VA 22209-2802

LETTER OF SUPPORT

We are writing this letter of support for the **Collier/Hoover Mixed Use Development Plan** We are one of the Community Base Organizations servicing some of the closest communities that will be impacted by whatever proposal is accepted and believe that we should be heard and considered as a strong determinate factor in your deliberations

After reviewing the SEIS Report the Naranja community citizens requested meetings with our District Commissioner, K Sorenson, Homestead Air Base Development Initiative(HABDI) and Collier/Hoover Group for presentation of proposed plan information We attended remote site county-wide public hearings and commissioner board meetings on this subject matter We believed that we are well informed of the issue and is prepared at this time to lend our support to the **Collier/Hoover Mixed Use Development Plan**

It has always been our position that we would support any group that introduce a plausible plan of action that will spearhead the economic revitalization of the South-Dade County corridor Our poor economic condition since Hurricane Andrew is well documented and we have been the recipients of many promises that never materialized That was the impetus for us as citizens of this community to become very involve in the planning process to make sure that this would not be another elaborate scheme of politicians, lobbyists and business associates After careful review and digestion of all the information that was laid out before us the **Collier/Hoover Mixed Use Development Plan**, was the most detailed, realistic and believable plan offered

Both plans offered economic opportunities, one of our greater concern, but we recognized that our concerns were not the only concerns and we saw the intricacy and depth of the **Collier/Hoover Mixed Use Development Plan** in addressing any foreseeable issues and giving them proper considerations, we were overwhelmingly impress On the other hand we were given three hand outs by HABDI that were titled as, 1) Company Profile, 2) Truth and Myth and 3) Article 10 (Delivery of Premises, Final HABDI Lease 6/20/96). We can only conclude that HABDI was asking the citizen

of Naranja to consider the principals of our company and imagine what our plan will be Here are some past performances of HABDI's principals,

1 The company that won a no-bid deal to turn Homestead Air Force Base into a commercial airport did not violate its contract with Miami-Dade County when it sold stock to the family of Jorge Mas Canosa, county officials have decided

2 MIAMI AIRPORT'S STYLISH CONCOURSE H MARRED BY FAILURES, DELAYS, RUNAWAY COSTS BIG PROJECT KEPT HAVING BIG TROUBLE Sporting a wavy roofline, airy atrium and snazzy terrazzo floors, Concourse H at Miami International Airport was a 1998 architectural prize winner The concourse also is a monument to what's gone wrong with the airport's $5 4 billion construction program.

3 U S PROBING 3 MIA CONTRACT FIRMS Federal agents have carted off more than 15 boxes of records from Miami International Airport as part of a criminal investigation into three companies awarded county contracts under former airport chief Richard Judy One company, Club America, runs a passenger lounge The other two, Cargo Facilities and Services, and Techniport, provided cargo and freight service All were reimbursed for their expenses and received a management fee from the county

4 AIRPORT DEAL JUMPED GUN ON METRO OK . The Metro Aviation Department improperly authorized a $4 8 million construction contract last year at Miami International Airport – and now wants Metro commissioners to make it legal

5. DEAL BENEFITTED EX-COLLEAGUE Former Metro-Dade Aviation Director Richard Judy says he didn't know about, much less approve, a controversial deal that put a potentially lucrative airport contract into the hands of one of his former colleagues.

6. EX-AIRPORT CHIEF'S AIR CARGO SYSTEM FACES HUGE LOSSES JUDY DEFENDS HANDLING OF $25 MILLION CONTRACT Former Miami airport director Richard Judy and his aides steered more than $32 million to consultants – sometimes including their friends, neighbors and social acquaintances – with no competitive bidding and no oversight by the Metro- Dade Commission

7 BIDS WAIVED FOR COMMISSIONER PALS Without any competitive bidding, administrators at Miami International Airport tried to put a friend and campaign supporter of a Metro Commissioner into the car rental business

These are only a few of the news articles that demonstrate a propensity of sweetheart deals that are not beneficial to the citizens of this community and the relationship that these principal individuals share in mismanaging and throwing away tax dollars on elaborate projects We believe that HABDI with its principals, lobbyists and supporters are once again putting together a colossal paper project

that look promising but is flawed and will result in them walking away with their pockets fat and our community still left wanting For those of us who have experience the long road of recovery we don't need another setback This HABDI Group with its principals have demonstrated in the past that they will not perform the specifics of their contracts after receiving funds and they will not be held accountable Furthermore they are still rewarded with other contracts

We support what we believe to be positive steps in the right direction to the South-Dade County community economic revitalization. We believe that the **Collier/Hoover Mixed Use Development Plan** offers the best opportunity for us to begin to achieve a self-sustaining community.

Sincerely,

Ken Forbes / Vice Pres
EDEN, INC

002366

Donald & Polly Heinrich
64 Tarpon Ln
KeyLargo, FL 33037
305-367-2552

Homestead SEIS, AFBCA/EX
1700 North Moore St., Suite 2300
Arlington, VA 22209-2802

TO WHOM IT MAY CONCERN

RE: Opposition to making the Homestead Air Force Base into an International Commercial Airport.

Our primary reason for opposing this proposed new commerical airport involves our great concern for the protection of the fragile eco-system of the nearby National Parks; Everglades National Park and Biscayne National Park.

An additional concern is the damage such a busy airport, with its many large Jet aircraft would do to the environment of the nearby Keys with its mangroves, crocodiles, etc. Damage to these areas could also seriously affect tourism and its concomitant businesses.

Proponents of this new commercial airport emphasize how many jobs it would create. There are other options, such as the Collier-Hoover plan, which would create more jobs earlier and more revenue each year.

Thank you for the consideration we know you will give to our concern.

Sincerely,

Donald & Polly Heinrich

002370

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 3/1/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I live 2 miles from H.A.F.B. I do not want a major airport in my backyard.

I have been a resident of Dade County Fla. for 30 years and want to preserve what paradise we have left.

We need jobs and the Collier-Hoover plan would fill the bill with the least impact on the environment.

We live between two national Parks in a unique tropic eco system. We should preserve it & enchance it for generation to come since there is nothing else like it in the world.

Please help the citizen of southdade preserve this precious paradise

****CONTINUE ON BACK FOR MORE SPACE****
****CONTINUE AL DORSO PARA MAS ESPACIO****

Sincerely, Margaret McGarty

NAME/NOMBRE: Margaret McGarty
ADDRESS/DIRECCION: 14776 Grant Lane
CITY/CIUDAD: Leisure
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Fla. 33033

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AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

002371

Jane D. Ferger

11 BAY RIDGE ROAD
KEY LARGO FLORIDA 33037
PHONE 305-367-3289
FAX 305-367-4943

March 3, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street, Suite 2300
Arlington, VA 22209-2802

RE: **Proposed Usage of the Homestead Air Force Base, Homestead, Florida**

Two natural gems exist in the southernmost tip of Florida: John Pennecamp Coral Reef and the Everglades National Park. No where else on this continent does this occur. And now deep pockets are threatening to totally disturb the ecology with the extremely heavy use of giant cargo airplanes.

The Air Force should consider the impact of a cargo terminal with a prospective 1,000 over flights a day. It can not help but be disturbing to the natural life cycle of the wildlife (beautiful water birds, alligators and crocodiles, bob cats, panthers, snakes and deer), or keep from dumping pollutants into the waters of a natural coral reef which not only kill the micro organisms that make up the reef, which is a barrier of protection for all of the Keys, but destroy the food chain that feeds the tropical fish?

I most sincerely request that the Air Force make the land available to an alternate solution which does not create such a negative impact on the region. It is your responsibility to preserve this fragile environment for the generations of Americans who will follow us. Won't you help us?

Sincerely,

Jane D. Ferger

002375

Eric Jorczak
20 Southwest Second Ave
Florida City, FL 33034

March 1, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore St.
Suite 2300
Arlington, VA 22209-2809

Dear Homestead SEIS:

I am a resident of Florida City who is concerned about the negative impacts of a proposed commercial airport in Homestead. I urge you to protect Everglades and Biscayne National Parks by not conveying the Homestead Air Force Base for commercial aviation.

Homestead and south Florida deserve better than an airport which will increase traffic and disappoint us with empty promises. I do not want to see my quality of life deteriorate as water and air pollution invade this beautiful land. In a time when nature restoration should be the number one priority, an airport would only make things worse.

I support alternative ideas such as using the Homestead Air Force Base for an aquarium and ecotourism purposes. These ideas are COMPATIBLE with current businesses AND the environment of south Florida. Homestead residents need quality jobs that they enjoy doing, not airport jobs which will only leave them wishing they were working somewhere else. Building a commercial airport would be taking a step back. Instead, lets take a step forward and do the right thing, oppose the commercial airport. Thank you.

Sincerely,

Eric Jorczak

002376

March 2, 2000

U.S. Air Force
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

Sirs:

I am writing in support of delivering the surplus land at the former Homestead Air Force Base to the Collier-Hoover group for mixed-use development. As a resident of south Dade county who experienced the devastation caused by Hurricane Andrew and the subsequent economic decline, their proposal makes the most sense, in both economic and environmental terms.

As for the other alternatives, 1. Do nothing, 2. A commercial spaceport, and 3. A commercial "reliever" airport, have flaws that to me would exclude them from consideration.

To do nothing would leave the area floundering in an economic decline, without any foreseeable solution, reducing housing values, and driving out current residents.

The spaceport would be a much more viable option with certain caveats. As it is an untried venture, funding could be problematic, leaving its future in doubt. As appealing as this idea is, it is simply too risky to pin the regions future on it.

A commercial airport, as envisioned by Dade County and its nominee HABDI, would in my opinion be the worst of all possible worlds. As you are aware, Dade County chose to grant HABDI a long term lease without hearing from other organizations that were interested in the property. HABDI is not a developer of airports, rather it is comprised of a consortium of members of the politically potent Latin Builders Association, who will be able to do what they please with the base if it were to be conveyed to Dade County. Additionally the County has unilaterally assumed the burden of building and maintaining infrastructure at the base once title were transferred, allowing HABDI to benefit from these improvements paid for with tax money. Additionally the county has been historically corrupt in its administration of Miami International Airport, through it's Miami Dade Aviation Authority, and I do not believe that they will do a better job in the future.

The choice that will be made will affect the lives of everyone in the area for decades to come. We can have non polluting golf courses, aquariums, and high end tourism, or noise, traffic congestion, and strip malls. I urge you to recommend the Collier-Hoover plan, as I earnestly believe that is the best use for this vital resource.

Sincerely,

Dennis E. Fayant
16471 SW 297 Terrace
Homestead, FL 33033-3240

002379

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: MARCH 6, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I STRONGLY SUPPORT THE MIXED-USE ALTERNATIVE FOR THE FUTURE DEVELOPMENT OF HOMESTEAD AIR FORCE BASE. MIXED USE PROPOSALS SUCH AS THE COWIE ASSOCIATES PROPOSAL OR THE MOORE PLAN ARE MUCH MORE COMPATIBLE WITH SOUTH DADE COUNTY AND THE INVALUABLE NATURAL RESOURCES REPRESENTED BY BISCAYNE AND EVERGLADES NATIONAL PARKS, THAN IS A COMMERCIAL AIRPORT.

MIXED USE DEVELOPMENT IS MUCH MORE ENVIRONMENTALLY FRIENDLY TO THIS LOCATION. IT CAN BENEFIT THE AREA ECONOMICALLY WITH MUCH LESS IMPACT FROM NOISE POLLUTION, AIR POLLUTION, TRAFFIC, ETC. THAN A COMMERCIAL AIRPORT.

PROPOSING A COMMERCIAL AIRPORT AT THIS LOCATION IS JUST ONE MORE EXAMPLE OF PLACING AN ANNOYING, POLLUTING INDUSTRY IN A RURAL, ECONOMICALLY DISADVANTAGED COMMUNITY WHERE THE COMMUNITY MEMBERS HAVE LITTLE OR NO VOICE.

MIAMI DADE COUNTY ALREADY HAS AN ALTERNATE AIRPORT

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: JOHN PALENCHAR
ADDRESS/DIRECCIÓN: 7641 SW 65TH PLACE
CITY/CIUDAD: S. MIAMI
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FLORIDA, 33143

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Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

IN OPA-LOCKA WITH HIGHWAY AND RAIL INFRASTRUCTURE ALREADY IN PLACE. MIAMI-DADE COUNTY DOES NOT NEED ANOTHER AIRPORT. THE POLITICIANS NEED A MORE POLITICALLY EXPEDIENT SOLUTION TO THEIR NEED FOR RELIEF AT MIAMI INTERNATIONAL AIRPORT.

AN IMPACT OF DEVELOPING HOMESTEAD AFB AS A COMMERCIAL AIRPORT WHICH HAS NOT BEEN ADEQUATELY ADDRESSED IS THE EXPONENTIAL INCREASE IN COMMERCIAL TRUCK TRAFFIC WHICH WOULD RESULT NOT TO MENTION THE ROADS WHICH WOULD HAVE TO BE BUILT TO HANDLE THIS TRAFFIC. AN AIRPORT DOES NOT EXIST IN ISOLATION. WHATEVER PEOPLE OR GOODS (AND IT SEEMS THAT FREIGHT IS THE MAIN FOCUS) ARRIVE OR DEPART AT THE AIRPORT, MUST BE TRANSPORTED TO AND FROM IT. SO, NOT ONLY DO YOU HAVE THE NOISE AND POLLUTION CREATED BY PLANES - BUT YOU MUST AT LEAST DOUBLE THE NOISE AND POLLUTION IMPACTS TO ACCOUNT FOR MOVING THE FREIGHT TO AND FROM THE AIRPORT.

AN AIRPORT AT THIS LOCATION IS FOLLY. IT WILL BE A MONSTER THAT WILL CONSUME THE PRECIOUS RURAL AND NATURAL AREAS WHICH MAKE THIS LOCATION SO UNIQUE. IT WILL DESTROY THE VERY THING THAT OUR NATIONAL PARKS ARE FOR AND THREATEN THE ECOSYSTEM THAT FEEDS NOT ONLY THE PARKS BUT THE ENTIRE COUNTY.

MIXED USE, YES! AIRPORT, NO!

John Palenchar

002380

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 02-16-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Estoy a favor del Area Juegos

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: William Montalvo
ADDRESS/DIRECCIÓN: 720 N.E 12 ST
CITY/CIUDAD: HMS.
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

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002382

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 02-09-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Yo Quiero Que Se haga un Aeropuerto Aquí en Homestead porque así Crece la industria el Negocio y Aparte muy pronto Oportunidades de Nuevos Empleos y mejora en las Viviendas
Además Tendremos las Residentes mas por interés de Vivir en Homestead.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Roberto Sanchez
ADDRESS/DIRECCIÓN: 1347 SW 216 ST
CITY/CIUDAD: Redlands
STATE, ZIP CODE/ESTADO, ZONA POSTAL: 33170

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

002383

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: _____

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

FUNTES DE TRABAJO EN
HOMESTEAD QUE FALTA
HACER

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Silvia R Tamos
ADDRESS/DIRECCIÓN: 19605 SW 320 ST
CITY/CIUDAD Homestead FLOA
STATE, ZIP CODE/ESTADO, ZONA POSTAL

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002384

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 02-16-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Estoi a favor del aeropuerto

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Marco Duque
ADDRESS/DIRECCIÓN: 720 NE 12 ST
CITY/CIUDAD HSM
STATE, ZIP CODE/ESTADO, ZONA POSTAL

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1700 N. Moore St., Suite 2300

002385

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2-29-2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Yo quiero la base de Homestead
que se vuelva Air Puerto.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Esteban Perez
ADDRESS/DIRECCIÓN: 27000 S.W. 167 Ave
CITY/CIUDAD Homestead Fl 33031
STATE, ZIP CODE/ESTADO, ZONA POSTAL

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002386

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 02-25-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

we need the airport. Iwill be a big opportunity,
For Many People

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE Harvey Rocha
ADDRESS/DIRECCION 1761 NW. 3 AVE
CITY/CIUDAD Homestead
STATE, ZIP CODE/ESTADO ZONA POSTAL 33033

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

Se publicarán sus comentarios en el SEIS FINAL. Favor de no incluir su dirección personal si no desea que esta aparezca en el SEIS FINAL. El hecho de proporcionar esta información es considerado como su consentimiento para publicarla

Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

002387

Robinson Family
5 Duncan Rd
So. Salem N.Y. 10590

As taxpayers, our family is concerned about an airport next to the everglades & Biscayne National Park. It just seems hard to justify the possible toxic pollutants & chemicals would into these areas. Surely there has to be a better choice in environmental terms than this plan. We can't let money color every important decision. We hope the right thing will get done here.

Robinson Family

002388

Homestead Draft SEIS
AFBCA/PA
1700 N Moore Street, Suite 2300
Arlington, VA 22209-2802

To Whom It May Concern

I am writing this letter to inform you of my oppostion to the development of a commercial airport at Homestead Air Reserve Base Although government officials in Miami-Dade County would like this development they are not speaking for all the people. Development of such an airport would cause harm to the environment. The pollution to plant and animal life would be costly for all living things. Not only would land and animals be in danger, but human life would have to be exposed to noise pollution. Why?

It is very confusing to me when I hear the government officials tell of needed money to restore The Everglades . How can there be such concern and in turn want to destroy this precious land? After Hurricane Andrew, the government restored Biscayne National Park. Why do this when it will be destroyed again by a commercial airport? Also, aren't national parks developed to preserve the beauty for people now and in the future? Doesn't anyone see the logic in this?

In conclusion, it seems that money should not be the reason for such development. Homestead has had population growth since Hurricane Andrew. A proper usage of this land can be done without the destruction of the environment. Other proposals have been given for development of this land. Please consider these other plans. Also, give consideration to the ordinary citizen and not the ones who flaunt their power with money.

Sincerely,

Helen L. McDaniel
1340 SW 11th Pl
Homestead, Fla. 33035

002389

GENTLEMAN - LADIES
PLEASE NO HOMESTEAD AIRPORT
- TO FAR AWAY
- POLUTION - NOISE
- POLITICS
- BUILD OPALOCKA INSTEAD

STEVE IRWIN
7520 NW 82 ST
MIAMI FL 33166

002390

Homestead Draft SEIS
AFBCA/PA
1700 N Monroe Street #2300
Arlington VA 22209

3/10/00

Dear Sirs

I will not waste time begging for you to see the economic impact of a positive decision in favor of the Commercial Airport proposal. This I will leave to the majority who support my viewpoint. I will state for the record that you have no choice. Let me explain — What is the cost to reclaim land from Miami to the Ft Lauderdale Port Everglades oil offloading facility?? What is the impact of hazardous exposure to the S Florida community if a pipeline for fuel is not dug?? Just how many fuel trucks would be needed to transport Jet fuel to an airport on any average day?? With those questions out in the open lets expose the reality that the Homestead Airport complex has an existing fuel pipeline from Ft Lauderdale Port Everglades which has been in place and operational for many years. There are no more questions that need answers because this issue has been settled and there are no other alternatives if S Florida is expected to grow. Thank You

Randy Wise
27 NW 20 Street
Homestead FL 33030

002391

Homestead Draft SEIS
AFBCA/PA
1700 N.Moore Street, Suite 2300
Arlington, VA 22209-2802

To Whom It May Concern:

I am writing this letter to inform you of my oppostion to the development of a commercial airport at Homestead Air Reserve Base. Although government officials in Miami-Dade County would like this development, they are not speaking for all the people Development of such an airport would cause harm to the environment. The pollution to plant and animal life would be costly for all living things. Not only would land and animals be in danger, but human life would have to be exposed to noise pollution. Why?

It is very confusing to me when I hear the government officials tell of needed money to restore The Everglades . How can there be such concern and in turn want to destroy this precious land? After Hurricane Andrew, the government restored Biscayne National Park. Why do this when it will be destroyed again by a commercial airport? Also, aren't national parks developed to preserve the beauty for people now and in the future? Doesn't anyone see the logic in this?

In conclusion, it seems that money should not be the reason for such development. Homestead has had population growth since Hurricane Andrew. A proper usage of this land can be done without the destruction of the environment. Other proposals have been given for development of this land. Please consider these other plans. Also, give consideration to the ordinary citizen and not the ones who flaunt their power with money.

Sincerely,

Jane Sheppard
525 S.E. 20 LN
Homestead, Fl
33033

002392

March 4, 2000

Homestead SEIS
AFBCA/EX
1700 N Moore Street Ste 2300
Arlington, VA 22209-2802

Dear Homestead SEIS Team

Please accept these comments as part of the record for the SEIS for Homestead Air Force Base

I am writing to express my opposition to the proposal to build an international airport on the site of the former Homestead Air Force Base. Such a project would have devastating effects on Biscayne National Park, just two miles from the site, and Everglades National Park, only ten miles away. It also would nullify efforts and expenditures to restore the Everglades ecosystem.

These national parks already are severely stressed. They have experienced sharp increases in water pollution, degraded habitat for endangered species, and a 90% drop in the number of wading birds Large amounts of public funds have been spent to overcome these conditions Any development at Homestead should be completely compatible with efforts to protect and restore the South Florida ecosystem and the nationally significant parks and marine sanctuaries already established for the purpose. A major airport does not and cannot meet this test.

Among the worst impacts would be (1) emission of some seven tons of toxic pollutants, including heavy metals, per day that will eventually end up in Biscayne Bay or the Everglades, and (2) the resulting noise and other development that will severely impact nearby parks, wildlife, and visitors.

I urge you to reject airport construction and any other development at the base that does not fully protect the public values and resources of the surrounding area.

Sincerely,

Wallace M. Elton

Wallace M. Elton

69 ELM HILL STREET
SPRINGFIELD, VT 05156

002394

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington VA 22209-2802

I am writing to express my opposition to the Air Force's plan to transfer the former Homestead Air Reserve Base to Dade County for development into a major international airport.

U.S. citizens must be extremely careful in how we use, or impact those natural areas in South Florida that remain intact. The Everglades, Biscayne Bay, and the Florida Keys are important not only because of their tremendous beauty and ecological importance, but also because of the natural services they provide the region. Water purification, flood control, fisheries, biodiversity and tourism are some of the benefits that Florida receives from these areas. This are far more important than an airport. Part of the economic value of an airport would be for tourism How long will that last when the area the tourist come to visit no longer contains the clean air, wildlife and healthy ecosystems that they have come for.

The Air Force's Supplemental Environmental Impact Statement and other studies concerning the Homestead project show, this airport would have devastating consequences for adjacent
Everglades and Biscayne national parks. The Air Force study also concludes that alternatives to the airport,
such as developing the site for mixed commercial and residential use, would have significantly less harmful
consequences.

The Air Force should follow the advice and wishes of the Interior secretary Babbitt and EPA administrator Browner and many, many Americans, rather than the interest of the few that will benefit, albeit temporarily, from the project, and abandon this airport development plan.

Thank you for considering my comments.

Rhonda Kranz
5 Montgomery Ave
Takoma Park, MD 20912

Edith Leavitt
100 Kings Point Drive
Apartment 1212
North Miami Beach, FL 33160

002395

2-26-00

U.S. airforce
Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
arlington, VA 22209-2802

I am hoping you will oppose the Homestead Commercial airport in order to save the environment and the birds.

also a plane could crash into the nearby Turkey Point nuclear reactor.

Thank you very much,
Sincerely,
Edith Leavitt

002396

31445 SW 191 Avenue
Homestead, Florida 33030
Home 305 245-4545
Work 305-856-2155
Email vmwilbur@aol.com

March 2, 2000

Homestead SEIS
AFBCA/PA
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802

Dear Sir/Madam:

My family and parents have been living in the Homestead, Florida area for the past 80 years. My parents visited Everglades National Park even before it was included in the National Park System. We are all strongly opposed to the proposed commercial airport. We have enjoyed the natural beauty and tranquility of both our National Parks (Biscayne and Everglades). I know your time is valuable, but please close your eyes for 30 seconds and try to project yourself into our lives and think what you would want. Heaven knows we are all for economic improvement for this area, but not at the expense of our serenity and beautiful wildlife. We endured Hurricane Andrew, but please don't make us endure the planned commercial airport.

Thank you for your concern.

Victor Wilbur

Victor Wilbur

002402

Ms. Shirley Curry
AFBCA External Affairs
1700 N. Moore Street
Suite 2300
Arlington, VA 22209-1802

re: Draft Supplemental Environmental Impact Statement Disposal of Portions of the Former Homestead Air Force Base, Florida (Homestead SEIS)

Dear Ms. Curry

The following letter constitutes my comments on the Draft Supplemental Environmental Impact Statement for the Transfer of Homestead Air Force Base to Miami-Dade County for use as a commercial airport.

My first concern is that after reading the document I am no closer to being able to understand what the sound metrics actually mean and, by extension, how noisy it will be in South Miami-Dade County. After extensive calculations I was finally able to sort out how many aircraft would be flying over places I cared about: approximately one flight every seven minutes over the center of Everglades National Park, the City of Homestead, Florida City and the communities on the west side of the airport; one flight every 2 minutes over Biscayne National Park; and approximately one flight every 3 to 5 minutes over the communities to the northwest of the airport. I am at a loss as to what that experience would be like. The time that the so-called "ambient" environment would be available would seem to be less than the time between the flight intervals as one would expect to hear the aircraft both before and after it was directly overhead. In the Everglades this would amount to four minutes of "ambient" conditions. The image I am presented with is that of a line of aircraft strung out across the sky accompanied by the near constant drone of aircraft engines!

The text points out that the military aircraft are louder than any civil aircraft are expected to be and most of the metrics seem to focus on the loudest events. The military aircraft however are expected to be infrequent, 3 per day over the Everglades and 11 per day over Biscayne National Park. So, what is the rest of the day like?

I feel ill-equipped to make an educated, informed assessment of the impacts of the proposal on the community with the information presented. I suggest that the Air Force and FAA provide an accurate acoustical simulation (ISIS/ANDS) of the anticipated conditions created by the proposed action

Miami-Dade County's proposal to develop and operate an airport at former Homestead AFB through their contractor, Homestead Air Base Development, Inc is said to be "based on a recognized civil aviation need in south Florida for additional commercial service capacity" (p. 18, Executive Summary). The Mayor of Miami-Dade County, Alex Penelas, and his Aviation Department Director, Gary Dellapa, emphasized this point numerous times during their testimony at the public hearings on this document:

"Ladies and Gentlemen, I cannot overemphasize the importance of this Base property in meeting Miami-Dade County's future aviation capacity needs. Miami International Airport is the only commercial service airport in Miami-Dade County. Even with the current addition of a fourth runway, MIA will fall far short of the demand for commercial service capacity sometime between 2006 and 2015." (**Testimony Homestead Air Force Base Draft Supplemental Environmental Impact Statement Public Hearings - February 1, 2000** http://www.co.miami-dade.fl.us/mayor/00-02-01HARB.htm

"I cannot overemphasize the importance of this Base property in meeting Miami-Dade County's future aviation capacity needs. Miami International Airport is the only commercial service airport in Miami-Dade County. Even with the current addition of a fourth runway, MIA will fall far short of the demand for commercial service capacity sometime between 2006 and 2015. This point was clearly confirmed in the recent SEIS. And, as we all know, aviation facilities do not materialize overnight. They are decades in the planning, regulatory and implementation phases." (**Mayor Alex Penelas TESTIMONY HAFB/SEIS - February 3, 2000** http://www.co.miami-dade.fl.us/mayor/00-02-01HARB2.htm)

These statements contrasts sharply with comments made by Mr. Dellapa in the February 2000 issue of *Miami Business*:

"To me ground transportation is the most limiting factor in MIA's growth, more so than the airfield or terminal" (p. 7A)

"We can build more airfield capacity, and with better airfield management we could probably get up to 75 or 80 or maybe 90 million passengers a year, and maybe four or five million tons of cargo. But if we don't have a way to get the work force and passengers on and off this place, all the airplanes aren't going to make any difference, because we're to choke on our own traffic". (p. 14 and 15A)

There are several items I would like to see addressed in the final document:

- Are "regional jets" subject to Stage 3 noise standards? They appear to be less than 75,000 lbs.
- The day/night split appears to be crude. If cargo is expected to make up 12% of operations, is a 90/10% day/night operation split reasonable?
- What is the DNL without the military overflights, particularly without the F-16s? This would provide a more accurate estimation of the impact of the commercial activity.
- What airports have successfully implemented noise abatement procedures per the discussion on page 4.5-21?
- How much relief would Opa-Locka provide if, instead of being contemplated as a reliever airport, airport planners moved non-commercial passenger aircraft (business/corporate jets, maintenance activity) to it? Would this enable MIA to function more efficiently? Perhaps Opa-Locka's main deficiency is that it is not suited for the airport contemplated by HABDI.
- Miami-Dade County has reduced its population projections.
- Page 3.6-27 has a comment "The park [Everglades National Park] receives about 1 million visitors per year, with most use on weekends and holidays". The source for the comment is given as NPS 1998. The Reference section cites a document about Big Cypress National Preserve.

Ultimately, I believe the best choice for the community is for the U.S. Air Force to chose the mixed use option as described by the Collier's and Hoover's. It provides opportunities for economic development while enhancing the quality of life for the local community. It has none of the noxious impacts of the airport alternative, particularly regarding noise. This option meets the stated goals for the transfer, to transfer the property in a manner that supports local plans for economic revitalization of South Florida and protects Biscayne Bay and the nearby national parks.

Sincerely,

Germaine A. Pires
18920 SW. 240th St.
Homestead, FL 33031

002403

March 6, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street, Suite 2300
Arlington, VA 22209-2802

Dear SEIS Team:

On behalf of Defenders of Wildlife, I am writing to comment on the Draft Supplemental Environmental Impact Statement for the Disposal of Portions of the Former Homestead Air Force Base, Florida (DSEIS). Defenders is a nonprofit corporation with over 390,000 members and supporters nationwide, with its principal place of business in Washington, DC. Our mission is to protect native wild animals and plants in their natural communities. Long recognized for leadership on endangered species issues, Defenders advocates approaches to wildlife conservation that will help species from becoming endangered or threatened. Many of our members reside in Florida, and visit the National Parks in South Florida to hike, view wildlife and learn about nature.

We strongly and categorically oppose any alternative which includes a commercial airport on the Homestead site. Our position is based upon the fact that a commercial airport would significantly harm the fundamental purposes of the nearby National Parks, degrade the quality of air and water, and disturb the habitat of countless species of birds and other wildlife that depends upon the pristine, undeveloped areas that the airport would affect. While we sympathize with the desire to improve the economy in the region, we feel that other land development alternatives would be much more acceptable. We urge you to reject the proposed alternative, and urge you to adopt a more environmentally sustainable, mixed-use alternative along the lines of the Hoover Environmental Group and the Collier Resources Company.

The commercial airport described by the DSEIS is unacceptable. Just 2 miles from Biscayne National Park and 10 miles from Everglades National Park, the proposed airport will have a little less than one operation a minute. (SEIS 2.2-11) Because of conflicts with MIA's airspace to the north, planes must be routed over the national parks and the Florida Keys National Marine Sanctuary and remain at lower altitudes longer than might otherwise be the case. (SEIS 4.4-3). Biscayne National Park will be particularly hard hit by noise impacts because of its proximity to the proposed facility. For example, there will be an estimated 105 flights a day, most at altitudes between 2000 to 4000 feet, over the Biscayne National Park Visitors Center (4.6-11) At this distance, the commercial jets will sound like the equivalent of a loud lawn mower 3 feet away or like a New York City subway train, according to the SEIS. (4.5-28, 3.5-2) Even as far out in the park as Elliot Key, the jets will sound like the equivalent of a garbage disposal or shouting at 3 feet (4.5-28, 3.5-2).

The proposed airport will increase nutrient pollution into Biscayne Bay (4.10-4), even though the Bay – a classified Outstanding Florida Water – is already showing the ill effects of the current level of such pollution (3.10-13-14). While polluted surface water discharges will increase, relatively clean groundwater flows to Biscayne Bay will decrease. (4.10-16) Groundwater flow to the Bay is already much less than historical levels and is expected to continue to decrease as a result of development generally and restoration efforts intended to decrease drainage out of the Everglades. (3.11-20)

The airport will increase nearshore deposition of air-borne nitrates by *fifty-four times*. (4.8-18) The airport will significantly increase inputs into the Bay of both the hazardous air pollutant polycyclic aromatic hydrocarbons (PAHs), which is unregulated in aircraft emissions, and of ammonia, which is toxic to marine life. (4.8-19)

The proposed airport would also spur more urban sprawl and rampant development into wildlife habitat. This development associated with the airport would result in the development of thousands of acres of agricultural land and wildlife habitat. The mixed-use alternatives would also spur development, but at a more manageable pace and scale.

The proposed airport will increase local air pollution, including by resulting in the daily emissions of 7 tons of toxic air pollutants, like nitrogen oxides and volatile organic compounds (4.8-3) Nitrogen oxide levels are estimated to increase *forty-eight* times in Biscayne National Park and *forty-five* times in Everglades National Park (4.8-18). Although the Air Force is not legally responsible for promoting and regulating Parks, we feel that you have an obligation to avoid actions which would undermine another Federal agency's ability to carry out its legal duties. The Department of Interior is charged with conserving scenery and objects in a way that will leave the Parks unimpaired for future generations. Given the degradation of air, noise quality, and water caused by the airport, anything short of total rejection of the airport alternative would be undermining Interior's fundamental purpose.

There are some deficiencies in the DSEIS. For example, there is no analysis of the effects on the environment that will be generated after the planned second runway is constructed. The DSEIS fails to indicate what the proposed airport will do to the natural soundscape of the two national parks. We feel that tranquility and peace are fundamental to the enjoyment of the two Parks, and natural quiet is part of the natural conditions which would be affected.

Although the DSEIS has some shortcomings, its conclusions are unavoidable. It demonstrates that regardless of the economic imperatives of the region, a commercial airport is inappropriate. We urge the Air Force to reject the airport alternative, and select one of the lower impact, mixed-use alternatives.

Sincerely,

Mary Munson

Mary Munson

NS.

002404

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Publicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: March 5, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Please see attached sheets (3 pages)

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MAS ESPACIO****

NAME/NOMBRE: Mrs Lieneke I. Massey
ADDRESS/DIRECCIÓN: 7816 S.W. 135th St
CITY/CIUDAD: Miami
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Florida 33156

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX 703-696-8828

Having studied the Homestead draft SEIS, I would like to offer the following comments. The data contained in the SEIS does not support the proposed action as the best choice for achieving the goals of the Air Force in disposing of the surplus property (1632 acres at the former Homestead Air Force Base) in a manner that supports local community plans for economic revitalization of South Florida and protects Biscayne Bay and the nearby national parks. The data contained in the SEIS also does not support the proposed action as the best choice for reuse of the property based on the topics of importance identified in the scoping process and described on page 34 of the SEIS summary. I feel that the choice to be made by the Air Force in determining the entity which will receive the property will reasonably come down to the proposed action versus a mixed use alternative defined after the draft SEIS was prepared namely, the Collier/Hoover mixed use alternative (mixed-use plan). Information in the draft SEIS can be used however, to assess the impact of the Collier/Hoover plan by combining the figures for the Collier plan and the Hoover plan described in the SEIS.

First, the socioeconomic data in the SEIS favors the Collier/Hoover mixed use alternative over the proposed action. I have considered the projected values up to the year 2015 as the most reliable because, as stated on page 44 of the summary, maximum capacity use will be well beyond the year 2015 and on page 32, projections far into the future, especially at full build out may differ from the predictions in the document. The socioeconomic factor that seems to be most on the minds of the people of this community is jobs. The SEIS data clearly indicates that the Collier/Hoover mixed use alternative brings jobs to south Dade Co. faster (within 5 years) than the proposed action will. Also, by the year 2015, the number and quality of jobs brought to South Dade Co. by either of the alternatives will be equal. I have used the data presented in the draft SEIS to make some calculations that support this statement. On page 20 of the summary, the number of on site jobs predicted for the proposed action will be 13,200. The total offsite jobs for South Miami-Dade Co. on that page was predicted to be 14,000 but the table on page 32 states this number will be 10,000. I was unclear on which figure to use so I averaged the two and used 12,000 for the number of off site jobs brought by the proposed action. The total jobs created by the proposed action by 2015 are 25,200. By combining the predicted job numbers for the Collier plan and the Hoover plan described in the SEIS I have come up with the figure of 9,500 on site and 12,700 off site jobs by 2015. This is in agreement with the literature available at the public meetings on the draft SEIS given out by the Collier/Hoover group. The total jobs created by the mixed-use plan are 22,200 by 2015. However, if the in-migration of people to the South Miami-Dade area due to the reuse alternatives is considered, the total jobs created by both alternatives for South Miami-Dade Co. becomes roughly equal. The in-migration due to the proposed action is expected to be 10,000 people (page 20 of summary) while the in-migration due to the mixed use alternative is 2,700 (pages 26 and 28). Assuming that half of the in-migrating people will take the jobs and the other half will be family members of those the total jobs for current South Miami-Dade Co. residents will be 19,900 for the proposed action and 20,850 for the Collier/Hoover mixed use alternative. In addition, more jobs will be available for those residents sooner if the Collier/Hoover plan is adopted than if the proposed action is. The quality of the proposed jobs was calculated based on the figures presented on pages 36-37 of the SEIS summary. The total earnings was divided by the total job numbers given on those pages for an average annual salary for the jobs of $29,100 for the proposed action and $28,500 for the mixed use alternative. The goal identified by the commentors during the scoping period was economic revitalization of South Miami-Dade Co.; therefore, the mixed-use alternative is clearly the better choice. As stated in the SEIS on page 2, most of the effects of the reuse of the base will be felt South of Eureka Drive, therefore most of the benefits of the reuse should also be South of Eureka Drive. I disagree with the prediction on pages 36-37 that the proposed action will increase the ratio of jobs to housing units in South Miami-Dade Co. more than the mixed use alternative because the increase in housing units needed due to the in-migration of people for the proposed action is approximately four times that of the mixed use alternative without a four times increase in the amount of jobs.

One topic that was not identified in the scoping process or in the SEIS but directly impacts several of the topics that were identified is the political climate of Miami-Dade Co. government. There has been rampant corruption in county government for some time. A recent Miami Herald series on the present Miami International Airport exposed such corruption directly connected to the operation of the airport. Miami-Dade Co. also rushed to develop the lease agreement with HABDI, a company consisting of politically well connected building and development business people, without the benefit of open bidding. This company has no experience with airport construction. Page 18 of the SEIS summary states that HABDI will also operate the proposed airport. This company has no qualifications to develop and operate an airport other than the members are politically well connected. No one will ever know if another

S. Massey

1 of 3

company would have done a better job for less taxpayer money because no bids were taken. This situation is indicative of yet another example of political corruption in Miami-Dade Co. government. I also disagree with the Miami-Dade Co. Aviation Authority statement made at the public comment meeting I attended and on page 18 of the SEIS summary that there is a recognized civil aviation need in Miami-Dade Co. I am unclear if this is based on before or after the expansion of Miami International Airport that is currently underway costing in excess of five billion dollars and also suffering from major problems with corruption and ineptitude on the part of Miami-Dade Co. government. However, it doesn't matter because the same Miami Herald article also stated that passenger usage of MIA has been declining not increasing in recent years. There are other nearby international airports in South Florida that can serve civil aviation needs but they are beyond the reach of Miami-Dade Co. government. The Air Force would be well advised to consider the political climate of the county government before handing over the property.

The topic of noise in the surrounding community and the national parks was raised as a concern by the scoping process. The SEIS indicated that the main concern was the duration of time that aircraft noise would be heard over other sounds. This time would be greatly increased due to the proposed action in the national parks in certain areas, namely: the Western edges of Biscayne national park, and the Eastern edges of Everglades national park. Based on the map described as exhibit IV-27 in the Technical Memorandum on Aircraft Noise Consideration the areas most affected include Chekika, a picnic area and campground within Everglades National Park, the Royal Palm and Coe Visitor Centers of Everglades National Park and most likely the Convoy Point Visitor Center within Biscayne National Park. These are the most visited areas of the parks and these are where most people begin their visit. Most school field trips go to only to Anhinga Trail near the Royal Palm Visitor Center, this will be some people's only Everglades experience. Unfortunately, the majority of the noise impacts will be experienced in some of the most heavily utilized areas of the parks. All of the above mentioned visitor centers are within the 1-2 or the >2 hour zones of increased time that aircraft noise can be heard above ambient sounds. To put this in perspective, I have used the thirteen hour period that the SEIS states that 90% of the aircraft flyovers will occur in to calculate an average of how often one will hear a plane go over in the parks. An increase of 2 hours is equivalent to hearing an airplane go over once every 7.5 minutes. This is unacceptable in a national park. Page 45 of the SEIS summary states that Biscayne National Park would receive more noise that could disturb and annoy some visitors and make it more difficult for the park to improve and preserve the natural soundscape. I feel that the increased noise will disturb and annoy not some but most visitors and one aspect of the federal government should not make the job of another more difficult. This is a waste of taxpayer money.

Although the noise concerns have centered on Biscayne National Park, the SEIS indicates that Everglades National Park would also be greatly affected, possibly more than Biscayne. Page 47 of the SEIS summary states that the noise impacts at the Western shore of Biscayne National Park and in the Northern and Western areas of the Crocodile Lake National Wildlife Refuge are unknown for the American Crocodile. If the effects on the crocodile are unknown, it would be better to err on the side of caution and not stress this federally listed endangered animal further. The same page contains the statement that some wading birds may flush during feeding, roosting, or loafing but are not expected to abandon nests. Birds that flush during feeding or resting 2-8 times per hour (as calculated above) will not have nesting success defined by raising chicks to fledging as often as those who are not stressed in this way even if they do not abandon the nest. The SEIS statement goes on to say that some birds may choose to relocate to quieter areas with suitable habitat. I must ask, where is that? Suitable habitat is a precious commodity in South Florida for certain species. The number one reason why species become endangered is the lack of suitable habitat. Habitat should never be made unsuitable in a national park or a national wildlife refuge for any reason. The mixed-use alternative carries none of the above mentioned problems and could even increase suitable habitat for certain species.

The protection of Biscayne Bay and the national parks was cited as a concern to be addressed in the SEIS by the scoping process as well. Several environmental parameters discussed in the SEIS clearly favor the mixed-use alternative over the proposed action. Water quality issues identified include contaminants and runoff into Biscayne Bay. The predicted values for the proposed action assume a fully operational Surface Water Management Master Plan to reduce peak stormwater flow by retaining it on site. This is a risky assumption based on the political climate of Miami-Dade Co. government. However, even using this assumption, according to the tables on pages 68-83 of the SEIS summary, the total amount of runoff into Biscayne Bay from the proposed action would be increased by 1.6% versus 0.3% for the mixed use alternative. Groundwater flows from the base would increase by 13% under the proposed action with comparable increase in transport of ammonia to Biscayne Bay versus 9% for the mixed-use plan.

S. McSweeny

2 of 3

Atmospheric deposition of nitrogen in the bay in the nearshore areas would be 13,500kg/ year by 2015 versus 1,675 for the mixed-use alternative. As water quality in Biscayne Bay is already diminished due to other factors it would make sense to choose the less damaging alternative whenever possible. Air quality in the national parks will also be more adversely affected by the proposed action than the mixed-use alternative. Annual atmospheric nitrogen deposition in Everglades National Park is five times higher per hectare for the proposed action over the mixed-use alternative and eight times higher over Biscayne National Park by 2015. In addition, the use of hazardous materials is greater for the proposed action and the generation of hazardous waste is almost 30 times higher for the proposed action. As the water table is very close to the surface in Miami-Dade Co. and groundwater flows from the property into Biscayne Bay the potential for contamination of the Bay in the proposed action is much greater than for the mixed use plan. Impacts stemming from the demand for utilities will be significantly greater for the proposed action, including water consumption, wastewater generation, solid waste generation and demand for electricity. These factors are becoming important issues in Miami-Dade Co. as our population grows and the Central and South Florida Project Restudy gets underway.

In conclusion, the draft SEIS clearly does not support the proposed action as the best choice for achieving the goals of the Air Force in disposing of the surplus property. The proposed action is in direct opposition to the goals of the cooperating agencies: the National Park Service, U.S. Fish and Wildlife Service and the U.S. Environmental Protection Agency. In fact, these agencies have publicly come out in opposition to the proposed action. The speakers at the public hearing I attended at Signature Gardens in Miami were ten to one opposing the proposed action. The local media are also in opposition as well as the majority of the general public in Miami-Dade County including those who live in South Miami-Dade. The people do not want the proposed action to happen. The only local plans for economic revitalization that are supporting the proposed action are those of the politicians, well connected developers and builders and land owners that stand to cash in on sales of surrounding land. Please consider the impacts on the national parks, the will of the people and the newly defined alternative of the combined Collier/Hoover plan and do not stick the people of Miami-Dade Co. with the political boondoggle and environmental nightmare that is the proposed action. We have had enough of those.

S. McSweeny

3 of 3

23700 S.W. 142 Avenue
Homestead, FL 33032

002-405

6 March 2000

Homestead SEIS
AFBCA/EX
1700 Moore Street
Suite 2300
Arlington, VA 22209-2802

Having reviewed the SEIS for the Homestead AFB conversion, I feel it necessary to add my comments in opposition the commercial airport alternative.

As a marine biologist who has conducted research in Biscayne Bay, and a long-time South Dade resident, I feel qualified to comment on aspects of the SEIS. My credentials include 7 years as a researcher at the University of Miami Marine Laboratory (Rosenstiel Institute) on Virginia Key, and 5 years as a research scientist for Weyerhaeuser Co. at an aquatic research facility located immediately south of HAFB.

Implementation of a commercial airport at HAFB will result in the inevitable degradation of the very qualities of Biscayne Bay that Biscayne National Park was created to protect. When the SEIS was ordered, I felt, as did many others, that it would address these concerns. An EIS is supposed to be an unbiased, arms-length analysis of factors involved in the developmental plan. The SEIS fails this definition by any standard. It reads like a supporting document for the development of a commercial airport. When negative impacts are unavoidably disclosed, they are frequently accompanied by gratuitous comments implying a diminished importance of these factors. The bias is unmistakable, and an EIS must be free of bias to have credibility.

The factors that will negatively impact Biscayne Bay (& BNP) fall in three areas.

1. **Aircraft operations** - Since air safety is the paramount consideration, the density of air traffic in this area will dictate heavy, low-level traffic patterns over BNP, as shown in the SEIS. The SEIS focuses primarily on noise, while treating lightly such associated pollution as particulate fallout, which is significant for sensitive plants. The conclusions that aquatic bird life will adapt to expected noise levels ignores the fact that many wading and diving birds do not communicate vocally, and therefore are relatively unaffected by noise. Extensive personal experience in deterrence of aquaculture predation has shown that these same birds can be strongly affected by mobile airborne objects such as balloons, kites, model airplanes - and low flying aircraft. Some species can be driven from an area by such objects.

2. **Urbanization and degradation of the airport and surrounding area** - The SEIS documents expected construction within the confines of HAFB (& resultant runoff), but deals very superficially with the inevitable urbanization of the surrounding area. Presently, most of the land between HAFB and Biscayne Bay is agricultural or fallow, and provides a tenuous buffer between development along South Dixie Highway and the bay. Most of this land is privately owned, and will be subject to development once the financial incentive is provided by a commercial airport. Such incentive is very much greater for the airport alternative than for other uses. Resulting increased runoff, with it's attendant pollution, can be expected to significantly alter and diminish the plant communities and filter-feeding organisms of the bay. Together, these communities comprise or support a large percentage of the biota that BNP purports to protect.

Also treated lightly is the impact of land routes to support a major airport. These will of necessity consume a significant portion of the residential and agricultural area immediately north and west of HAFB, and render an equal area suitable only for commercial development. For proof, we need only look in the direction of MIA.

3. **Impact of higher population density** - For over forty years, I have watched Biscayne Bay change in response to human activities. Most of these changes have to be considered negative. The most visible impacts result from dramatically increase recreational use - more propeller tracks in vulnerable grass beds, more fuel spills, more trash and detritus on the bay bottom, beaches, and in the mangroves, and, lastly, more fecal pollution. Biscayne Bay is struggling for biological survival under the current levels of usage. The dramatic increase that will accompany the development of an urban population center in South Dade may well push it beyond the survival stage. The projections of population increase cited in the SEIS depend on an economic engine such as the airport; alternative uses should have much less effect.

Biscayne Bay is the crown jewel of South Florida. The creation of Biscayne National Park acknowledged it's importance as America's only living tropical marine showcase. The proposal to put a major airport on the shores of this bay makes a mockery of all the efforts that have been put forth to protect it. If the airport is put in place, Biscayne Bay is doomed to become a dead body of water serving only as a major marina. I urge you not to let this happen.

Sincerely,

Edward S. McSweeny, Ph.D.

002406

NATIONAL PARKS CONSERVATION ASSOCIATION

Protecting Parks for Future Generations

March 6, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington VA 22209-2802

sent via fax -- 703-696-8828

To whom it concerns:

The National Parks Conservation Association (NPCA) appreciates this opportunity to comment on the Draft Supplemental Environmental Impact Statement concerning the disposal of the former Homestead Air Force Base. We note, however, that we have requested a two-week extension of the March 7 comment period deadline. In addition to the complex nature of the SEIS, information essential to our analysis of the document has either not been made available, or was received by us only very recently. These comments are meant to comply with the March 7 deadline, but do not represent our final statement on the SEIS.

NPCA is a national advocacy group with thousands of members who regularly use and enjoy Everglades National Park and Biscayne National Park. We believe that the SEIS fails to adequately describe the damaging impact the proposed construction of a major commercial airport at Homestead will have on these national parks. The Clinton Administration has committed itself to "transfer surplus property in a manner that supports local plans for economic revitalization of South Florida and protects Biscayne Bay and nearby national parks." NPCA believes that the proposed airport cannot meet that standard.

In addition, NPCA believes that the proposed airport development of Homestead Air Base violates Section 4(f) of the 1966 Department of Transportation Act. This statute stipulates that the Secretary of Transportation shall not approve any project that "requires the use of any publicly owned land from a public park ... unless (1) there is no feasible and prudent alternative to the use of such land, and (2) such program includes all possible planning to minimize harm to such park...." Case law indicates that "use" in this context includes indirect impacts such as noise, pollution, visual intrusion and increased traffic. There are a number of feasible alternatives to the proposed airport that the SEIS fails to consider.

1300 19th Street N.W. • Suite 300 • Washington D.C. 20036
(202) 223-NPCA(6722) • Fax (202) 659-0650
npca@npca.org • www.npca.org

Although there are a number of weaknesses within the draft SEIS, several omissions stand out. The document does not adequately examine:

- What will happen to the national parks and the environment of south Dade County after the airport's planned second runway – with 370,000 flight operations – is constructed. This second runway is an integral component of the airport development plan. To ignore its future impacts is an abdication of the Air Force's responsibility to examine all reasonably anticipated impacts from the proposed action

- What the proposed airport will do to the natural soundscape of the two national parks. Natural sounds are a protected resource within the National Park System. The FAA, however, did not meaningfully analyze the proposed airport's impacts on the parks' natural soundscape. For example, the FAA used an excessively high noise level as the baseline for critical analyses in many park areas. The FAA used 45-50 decibels, but sound measurements in the draft SEIS clearly show that much of the time the parks' backcountry is two to three times less noisy (Appendix H). The SEIS does not place an adequate value on the truly quiet moments that can be found in Biscayne and Everglades national parks.

- What will happen if the stormwater management plan for the Homestead airport does not work as promoted. The SEIS blithely assumes that the plan will be 100% effective. But Dade County has stated that the design is inadequate to handle large storms and the plan is currently being challenged in state court. If the system fails, contamination from the airport and from Military Canal will enter Biscayne Bay in large quantities.

Despite its shortcomings, the SEIS does acknowledge several environmental impacts on the surrounding national parks that make the proposed airport unacceptable:

- The SEIS acknowledges that the proposed airport will have almost one flight operation every minute (SEIS 2.2-11) and most flights will be routed over the national parks and the Florida Keys National Marine Sanctuary.

- Biscayne National Park will be particularly hard hit by noise impacts because of its proximity to the planned international commercial airport. For example, there will be an estimated 105 flights a day, most at altitudes between 2000 to 4000 feet, over the Biscayne National Park Visitors Center (4.6-11). According to the SEIS, at this distance the commercial jets will sound like a New York City subway train (4.5-28, 3.5-2). Even as far out in the park as Elliot Key, the jet noise will be the equivalent of being shouted at from a distance of three feet (4.5-28, 3.5-2).

- The proposed airport will increase nutrient pollution into Biscayne Bay (4.10-4), even though the bay – classified as an Outstanding Florida Water – is already showing the ill effects of the current level of pollution (3.10-13-14).

- While polluted surface water discharges will increase, relatively clean groundwater flows to Biscayne Bay will decrease (4.10-16). Groundwater flow to the Bay is already much less than historical levels and is expected to continue to decrease as a result of development generally and restoration efforts intended to decrease drainage out of the Everglades (3.11-20).

- The airport will increase nearshore deposition of airborne nitrates by fifty-four times (4.8-18).

- The airport will significantly increase inputs into the bay of both polycyclic aromatic hydrocarbons (PAHs), which are unregulated in aircraft emissions, and of ammonia, which is toxic to marine life (4.8-19).

- The proposed airport will increase local air pollution, through the daily emission of seven tons of toxic air pollutants, such as nitrogen oxides and volatile organic compounds (4.8-3). Nitrogen oxide levels are estimated to increase forty-eight times in Biscayne National Park and forty-five times in Everglades National Park (4.8-18).

NPCA is determined to see the redevelopment of Homestead Air Base proceed in a manner that will not damage the resources or values associated with Biscayne National Park, Everglades National Park, or other environmentally sensitive lands in south Florida. Toward that end, we support mixed use redevelopment of the site. The Interior Department and the Environmental Protection Agency share this position. The Air Force itself estimates that the mixed use alternative will produce over 50% more jobs and earnings growth than the airport over the next five to ten years.

We urge that the Draft SEIS be revised to more accurately reflect the environmental impacts of the proposed action on the nationally significant public lands surrounding the air base.

Sincerely,

Kevin Collins

Kevin Collins

SIERRA CLUB
FOUNDED 1892
HARVEY BROOME GROUP

002407

February 24, 2000

Homestead SEIS, AFBCA/EX
1700 North Moore Street, Suite 2300
Arlington, VA 22209-2802

Dear Sirs

In writing you, I represent the Harvey Broome Group of the Sierra Club with a membership of about one thousand who reside in east Tennessee We would like to offer comment on the international airport proposal SEIS, and speak in opposition to the proposed commercial airport on the site of the former airbase

1) LOCATION The former airbase is located in an extremely sensitive environmental position within 2 miles of Biscayne National Park just 10 miles from Everglades National Park and Florida Keys National Marine Sanctuary

2) ENVIRONMENTAL A major international airport would have devastating environmental impacts Based upon one flight leaving every minute or two, the airport and associated development would emit seven tons of toxic pollutants into the air each day Lead and other heavy metals, plus petroleum-based chemicals ,would leach into Biscayne Bay

3) PARKS Nearby national parks and the marine sanctuary would be heavily impacted by airplane noise and by the industrial sprawl development in the neighborhood of the airport Associated sprawl would ultimately reach park boundaries

3) SEIS estimates of noise pollution is inadequate, and is biased by FAA methodology. Similarly, the amount of sprawl that a major international airport would promote is grossly underestimated

4) Any redevelopment must be fully integrated and compatible with current Everglades restoration plans A major international hub airport is by all measures completely incompatible with protecting and restoring ecological values in South Florida and the Everglades

6) The mixed-use alternative is the most preferable option in the SEIS, and is more acceptable than the commercial airport. The mixed- use alternative would be some combination of commercial, residential and other uses

Sincerely yours,

Kenneth S. Warren
Kenneth S Warren
Corresponding Secretary
Harvey Broome Group
SIERRA CLUB

105 Evans Lane
Oak Ridge TN 37830

McHUGH & ASSOCIATES
AIRPORT CONSULTANTS
9307 Shouse Drive • Vienna, Virginia 22182
(703) 242-9307 FAX (703) 255-0850

002408

March 6, 2000

Homestead Draft SEIS
AFBCA/EX
1700 N Moore Street, Suite 2300
Arlington, VA 22209-2802

Dear Sirs

To help satisfy the future aviation demands of the Miami area, it is essential that the 1,632 acres of surplus property at the former Homestead Air Force Base, including the runway, be conveyed to Miami-Dade County for use as a commercial airport The Air Force as well as other Federal Government Agencies will continue to use the airport for aviation purposes, thereby continuing its current use as an airport on into the future The joint use of an airport by civil aircraft and military aircraft is not uncommon and is currently being done at many civil airports around the country including Albuquerque Intl, Lambert St. Louis Intl, Capital Airport at Springfield, IL etc..

As presented in the SEIS the future commercial aviation demands at the Miami International Airport (MIA) are in excess of the current facilities available and will not be met by the proposed planned expansion of those facilities. The SEIS shows that there will be a need for another commercial airport to help MIA handle the aviation demand in the Miami area within the next five to eight years If the past 30-year time frame were used as an example, there would not be a new airport developed in the Miami area for another 30 years During that time frame, Miami-Dade County made several attempts to develop a new commercial airport resulting in an aircraft transition and training airport being built in the Everglades and several proposed sites failing because of environmental constraints If this trend continues, there will not be another commercial airport developed in the Miami area within the next five to eight years capable of meeting the aviation demand

The aviation facility at Homestead was developed in the 1930's as a civil airport and converted to military use in 1942 and then again in 1953 There have been contentious aviation operations at the airport over the years and the number of aircraft operations has fluctuated based upon the Air Force requirements. The history of Air Force operations at the airport has ranged from small training aircraft such as the T-6, T-38, F-15, F-16 and up to the largest aircraft in their fleet such as the B-52, C-130 and C-5A. These aircraft have fluctuated based upon the number of operations and the type of aircraft The Air Force will continue to operate jet fighter aircraft at the Homestead airport facility

Landrum & Brown's aircraft operations update for the Homestead Airport conversion to a commercial airport shows an increase in the number of aircraft operations over the current military operations. They forecast some small increase in noise exposure as the number of civil operations increase which could be minimized by FAA's adjustment of the aircraft flight paths to and from the airport It should also be noted that civil aircraft engine noise is regulated, whereas military aircraft engine noise is not, and as technology has increased over the past years the noise from aircraft engines has decreased. It is anticipated that the aircraft engine noise will continue to decrease over the years Most notably in this respect is the implementation of Stage 3 aircraft or the use of hush kits as required on January 1, 2000

The SEIS identifies numerous economic and social advantages to developing the former Homestead Air Force Base as a commercial airport. The commercial airport will generate additional businesses, jobs, income, housing, etc Based upon my experience over the past years of inspecting former military airports, the commercial airport reuse of the Air Force Base will more than compensate for the military base departure from the Homestead area and will be more compatible with the ongoing military use, while creating economic stability for the continued military operation

As an Airport Consultant for the past ten years and an FAA retiree who worked in the FAA Airports Program from 1968 to 1990, and was personally involved in recommending the transfer of two Air Force facilities for civil aviation use, it is my opinion that the Air Force should determine that the 1,632 acres of surplus property at the former Homestead Air Force Base, including the runway, be transferred to Miami-Dade County for use as a commercial airport based upon the aviation demand for airport facilities in the Miami area and the economic needs and advantages to the community with the limited environmental impact. The Air Force determined from the first EIS that commercial airport use was the best reuse of the surplus property and in my opinion the commercial airport still appears to be the best of the uses evaluated in the Draft SEIS.

Sincerely,

William L. McHugh, Jr.
William L. McHugh, Jr.
President

002409

US Air Force, AFBCA
EX, 1700 N Moore St
Suite 2300, Arlington VA 22209

Via Fax 703-696-8828

This is to comment on the Draft Supplemental Environmental Impact Statement on Disposal of Portions of the Former Homestead AFB, Homestead, Florida.

The writer lives about 1 mile north of the Homestead City limits and about 5 miles west of the Base

- The draft SEIS says that Florida Power & Light is updating its safety assessment, but this was not completed in time for the draft This is one very significant factor, therefore, that is totally absent from the draft report The safety of South Miami-Dade County residents from potentially lethal radioactive materials dispersed as a result of aircraft damage -- crashes into the nuclear power plant caused by aircraft malfunction, human/pilot error or collisions with birds, -- or cracks in plant infrastructure resulting from increased airplane noise and vibration -- are a matter of significant concern for those of us who live here
- The safety analysis on page 63 of the draft report states with regard to aircraft accidents, "Coral reefs that are below the surface would generally not be expected to be affected, unless they were directly impact by the aircraft " Please be advised that: (1) all living coral reefs are below the surface of the seawater; coral above the surface is dead; (2) coral reefs are composed of coral animal colonies with closely associated algae plants; both need unpolluted saltwater and sunlight to survive Therefore, if the water around the reefs is polluted by oil or gasoline from a plane crash or from a plane discharging or dumping fuel, that would be lethal to the reefs
- The pre-hurricane Andrew operations at Homestead AFB left behind a concentration of heavy metals in the canals on the grounds of the former base These were discussed by the Reconstruction Advisory Board but are not mentioned in the SEIS. Cleanup of these pollutants meets federal standards but does not meet Miami-Dade Department of Environmental Resource Management standards Thus, our local standards for environmental quality have not been met, and this trend can only worsen with a return of more aircraft activity if a commercial airport is built.
- Along with the increased noise levels, the above are my chief reasons for opposing the commercial airport

Maria E. Roberts
Maria E. Roberts
27700 SW 164 Ave , Homestead, 33031
Phone & FAX (305) 245-3310

002410

FLORIDA WILDLIFE FEDERATION

Affiliated With National Wildlife Federation

Manley K. Fuller, III, President
2545 Blairstone Pines Drive, Tallahassee, FL 32301
Post Office Box 6870, Tallahassee, FL 32314-6870
Phone (850) 656-7113
Fax (850) 942-4431
e-mail wildfed@aol.com

Feb 7, 2000

U.S. Air Force
Homestead SEIS
AFBCA/EX
1700 North Moore Street, Ste 2300
Arlington, VA 22209-2802

Dear Sir/Madam

The Florida Wildlife Federation opposes the Air Force's plan to transfer the former Homestead Air Reserve Base to Dade County for development into a major international airport. We respectfully urge you to stop this plan from going forward.

As the Air Force's recently completed Supplemental Environmental Impact Statement and other studies concerning the Homestead airport project show, this airport would have devastating consequences for the adjacent Everglades and Biscayne National Parks. The Homestead airport would increase nearshore deposition of air-borne nitrates by 54 times, and increase inputs into Biscayne Bay of both hazardous air pollutant polycyclic aromatic hydrocarbons (PAHs), which is unregulated in aircraft emissions, and of ammonia, which is toxic to marine life. Development associated with the airport would also result in the loss of wildlife habitat in the adjacent Florida Keys, the Everglades and Biscayne Bay. The airport would inevitably lead to secondary impacts such as more urban and suburban sprawl in South Florida.

The Air Force study also concludes that there is a realistic alternative to the airport, such as developing the site for mixed commercial and residential use, which would create nearly as many jobs and would have significantly less harmful environmental consequences. We believe this alternative is far superior to the airport project.

The Florida Wildlife Federation believes that the Everglades, the Florida Keys and Biscayne Bay, home to numerous threatened and endangered species of plants, fish and wildlife, are vital parts of America's natural resources and should not be sacrificed for an international airport. Please follow the advice of Interior Secretary Babbitt and EPA Administrator Browner and abandon the airport development plan for the former Homestead Air Force Base.

Sincerely,

Manley K. Fuller, III

MKF/dh

002417

534 E. Beechwold Blvd.
Columbus, Ohio 43214
March 13, 2000

To Whom It May Concern.

I am writing as an American citizen who is extremely concerned that the Air Force is considering building a commercial airport in Dade County. I strongly oppose this proposition for obvious reasons. The proposed site would be adjacent to the Everglades and Biscayne National Park. The Air Force's own Supplemental Environmental Impact Statement and other studies concerning this project show that this airport would have a harmful impact on the surrounding environment. Interior Secretary Bruce Babbitt and EPA Administrator Carol Browner have denounced this proposal. With the current degradation of the Everglades and nearby coral reefs due to development, farming, and pollution, **I find it insensible that the Air Force would knowingly choose to do further damage by constructing this airport.**

Our national parks should be treasured. The United States is losing clean, natural spaces daily due to development and projects such as this. The Everglades, Biscayne Bay, and the Florida Keys should be protected from this type of devastation. It would be irresponsible to not protect our national treasures for ourselves and for future generations. As a SCUBA diver and frequent visitor to South Florida and the Florida Keys, I am very familiar with this area of Florida - both its beauty and its impenled state due to human impact. **Please seek an alternative source and refrain from adding to the degradation of our natural land in South Florida.** America's unique and natural sites are far too important to be sacrificed for an airport.

Thank you for your consideration in this matter.

Sincerely,

Julie E. Freeman

002419

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: _____

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I oppose the HABDI for environmental reasons

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Suzanne Rood
ADDRESS/DIRECCIÓN: 3 Golf Village Unit A
CITY/CIUDAD: Key Largo
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33037

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

Se publicarán sus comentarios en el SEIS FINAL. Favor de no incluir su dirección personal si no desea que esta aparezca en el SEIS FINAL. El hecho de proporcionar esta información es considerado como su consentimiento para publicarla

Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX 703-696-8828

002420

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: _____

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I am opposed HABDI Homestead Airport development because of environmental reasons.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Nancy T. Broll
ADDRESS/DIRECCIÓN: 15 Pumpkin Key Lane
CITY/CIUDAD: Key Largo
STATE, ZIP CODE/ESTADO, ZONA POSTAL: Florida 33037

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

Se publicarán sus comentarios en el SEIS FINAL. Favor de no incluir su dirección personal si no desea que esta aparezca en el SEIS FINAL. El hecho de proporcionar esta información es considerado como su consentimiento para publicarla

Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX 703-696-8828

March 10, 2000

002421

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington VA 22209-2802

Dear Sirs,

I am opposed to a commercial airport on the edge of the Everglades National Park because of noise pollution and possible environmental damage

Yours,
Norman Higginson

5638 Lake Murray Bl #155
La Mesa, Ca 91942

LAW OFFICES
ARMANDO J. BUCELO, JR.
ATTORNEYS AND COUNSELLORS AT LAW
1401 PONCE DE LEON BOULEVARD
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CORAL GABLES, FLORIDA 33134

ARMANDO J. BUCELO, JR
GILBERT CONTRERAS

TELEPHONE (305) 442 1942
FAX (305) 442 1945

002422

March 6, 2000

Via Certified U.S. Mail

Homestead SEIS, AFRCA/EX
1700 N Moore Street
Suite 2300
Arlington, VA 22209-2802

Re: Homestead SEIS

To whom it may concern:

This letter is being written in support of the proposed redevelopment of the Homestead Air Force Base As a long time resident of South Florida it is my opinion that the redevelopment of the Homestead Air Force Base is crucial to the citizens and economy of this region. The Homestead economy and citizens have suffered through one of the worst natural disasters in modern history with Hurricane Andrew The Homestead economy has never been the same and still shows the effects of Hurricane Andrew. In addition to the millions in damages the area lost the military air force base, a vital part of the economy, which has been shut down since Hurricane Andrew. It is imperative for the continued growth and success of the area that this redevelopment take place and once again contribute to the Homestead economy.

As a strong supporter of all environmental issues, I do not think the proposed redevelopment of the air force base would detrimentally impact the environment. This airport had been a U.S. Air Force Base with nuclear weapons and jet fighters. This use had already been established with minimal, if any, impact or the environment. The proposed redevelopment is not a new use or an alteration to the Homestead Landscape, the results of which will be uncertain. The proposed redevelopment would have a lesser impact on the surrounding environmental resources than the U.S. Air Force Base which previously existed for years.

Please take into consideration the many lives and families which would be positively impacted and the greater good the proposed redevelopment would do for the Homestead and South Florida Community.

Very Truly Yours,
Gilbert A. Contreras

January 27, 2000

002423

Ms. Shirley Curry
AFBCA External Affairs
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

Dear Ms. Curry:

We write this letter in support of the proposal to develop a portion of the Homestead Air Force Base as an airport facility. We believe this will benefit Miami-Dade County and the residents of the community. It will create thousands of jobs, directly and indirectly, which is much needed for the City of Homestead. It seems as if most opponents are disregarding the fact that the Air Force will continue to be operational. If the government spent so many millions of dollars conducting the comprehensive SEIS study, why are we not relying on it? The comprehensive SEIS study has confirmed that the most noise will come from military operations and not from commercial airlines. In addition, having another airport would alleviate the traffic coming in and out of Miami International Airport. The Homestead airport could become the much needed reliever airport of South Florida.

Our names are Armando and Vivian Pou, and we reside at 9840 S.W 81st Street, Miami, Florida 33173, and as residents of Miami-Dade County we believe that it is important that we express our support of the development of an airport facility, which would greatly benefit our community.

Sincerely,
Armando Pou
Vivian Pou

FLORIDA
Jeb Bush
Governor

Department of
Environmental Protection

Division of Recreation and Parks
Bureau of Parks District 5 (Biology)
3 LaCroix Court
Key Largo, Florida 33037
(305) 451-3005 • FAX (305) 853-3553

David B. Struhs
Secretary

002424

March 6, 2000

AFBCA/EX
1700 N. Moore Street, Suite 2300
Arlington, Virginia 22209-2802

FAX: (703) 696-8828
2 pages

Re: Homestead Air Force Base
Draft Supplemental Environmental Impact Statement, 12/99

I received your Draft Supplemental Environmental Impact Statement in February and want to express the following concerns regarding the establishment of a commercial airport at the site of the former Homestead Air Force Base.

In addition to Biscayne National Park and Everglades National Park, the following protected public lands would be impacted by the proposed airport and its associated activities: John Pennekamp Coral Reef State Park, Florida Keys National Marine Sanctuary, Key Largo Hammocks State Botanical Site, Crocodile Lake National Wildlife Refuge, Biscayne Bay Aquatic Preserve, and Card Sound Aquatic Preserve. This entire geographic location is part of the Florida Keys Area of Critical State Concern.

Air and water pollution are the primary causes for concern for the natural resources of northern Key Largo, where four federally endangered species of animals and many state listed species of flora and fauna occur. Marine pollution would especially impact the coral reefs which depend on nearly pristine conditions for survival. In addition, the constant intrusion of noise and the disruption of perpetual air traffic, would also impact the many bird species which forage, nest, and roost in the wetlands and uplands of North Key Largo.

Located directly adjacent to Biscayne National Park are John Pennekamp Coral Reef State Park and the Florida Keys National Marine Sanctuary, which share the National Park's boundary along the Dade/Monroe County line in Broad Creek and out into the Atlantic Ocean. Key Largo Hammocks State Botanical Site and Crocodile Lake National Wildlife Refuge border on Card Sound Aquatic Preserve immediately to the south of Angelfish Creek and

AFBCA/EX -2- March 6, 2000

the adjacent islands. Both are habitat to four federally endangered species, namely the American saltwater crocodile with a range that includes several of the parks and preserves listed above, the Key Largo woodrat, the Key Largo cotton mouse, and the Schaus swallowtail butterfly. The latter is also found on Elliott Key in Biscayne National Park. The coastal waters of both Biscayne National Park and John Pennekamp Coral Reef State Park and the aquatic preserves are habitat to the endangered West Indian manatee. Both the crocodile and the manatee are highly endangered. The coral reefs lining the Florida Keys along the Atlantic shore are the only ones in the continental United States, and they are also easily accessible to visitors.

The purpose for the establishment of these public lands as parks, sanctuaries, and preserves are the highly endangered and unusual natural resources of the Florida Keys and the adjacent coral reefs. The proposed airport facility only ten miles to the north would completely change this remote setting from a natural one to a heavily developed and industrial area, and pose a threat to the protected terrestrial and marine environment.

Sincerely,

Renate H. Skinner, Ph.D.
District Biologist

RHS/cm
cc: G. Jones, District 5 Bureau Chief, DRP
D. Jones, Park Manager, JPCRSP
R. Frost, Superintendent, BNP
file

DIVISIONS OF FLORIDA DEPARTMENT OF STATE
Office of the Secretary
Office of International Relations
Division of Elections
Division of Corporations
Division of Cultural Affairs
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002425

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Department of Law Enforcement
Department of Highway Safety and Motor Vehicles
Department of Veterans' Affairs

FLORIDA DEPARTMENT OF STATE
Katherine Harris
Secretary of State
DIVISION OF HISTORICAL RESOURCES

March 6, 2000

Mr John J Corradetti, Jr
Department of the Air Force
Air Force Base Conversion Agency
Homestead SEIS, AFBCA/EX
1700 North Moore Street, Suite 2300
Arlington, VA 22209-2802

RE DHR Project File No 2000-01586
Cultural Resource Assessment Request
Draft Supplemental Environmental Impact Statement for the Proposed Transfer of Airfield and Airfield Related properties at the Former Homestead air Force Base, Florida

Dear Mr Corradetti

In accordance with the procedures contained in 36 C F R , Part 800 ("Protection of Historic Properties"), we have reviewed the referenced project(s) for possible impact to historic properties listed, or eligible for listing, in the *National Register of Historic Places*

A review of the Florida Site File and our records indicates that no significant archaeological or historical sites are recorded for or likely to be present within the project's area of potential effects Furthermore, because of the project location and/or nature it is unlikely historic properties will be affected

If you have any questions concerning our comments, please contact Ms Robin Jackson, Historic Sites Specialist at (850) 487-7278 Your interest in protecting Florida's historic properties is appreciated

Sincerely,

for Janet Snyder Matthews, Ph D , Director
Division of Historical Resources
State Historic Preservation Officer

JSM/Jrj

R A. Gray Building • 500 South Bronough Street • Tallahassee, Florida 32399-0250 • http://www.flheritage.com
☐ Director's Office (850) 488-1480 • FAX 488-1353
☐ Archaeological Research (904) 487-2299 • FAX 414-7207
☑ Historic Preservation (850) 487-2333 • FAX 922-0496
☐ Historical Museums (850) 488-1484 • FAX 921-2503
☐ Historic Pensacola Preservation Board (850) 595-5985 • FAX 595-5989
☐ Palm Beach Regional Office (561) 279-1475 • FAX 279-1476
☐ St Augustine Regional Office (904) 825-5045 • FAX 825-5044
☐ Tampa Regional Office (813) 272-3843 • FAX 272-2340

METROPOLITAN **DADE** COUNTY, FLORIDA

METRODADE

002426

STEPHEN P CLARK CENTER

OFFICE OF COUNTY MANAGER
SUITE 2910
111 N W 1st STREET
MIAMI, FLORIDA 33128-1994
(305) 375-5311

March 7, 2000

U.S.A.F.
SEIS, AFBCA/EX
1700 N. Moore Street, Suite 2300
Arlington, VA 22209-2802

Re: Comments on Draft Supplemental Environmental Impact Statement (SEIS) for Homestead Air Force Base, Florida

Dear Sir or Madam:

The Miami-Dade County Department of Environmental Resources Management (DERM), has reviewed selected sections of the Draft SEIS for Disposal of Homestead Air Force Base.

Miami-Dade County commends the U.S. Air Force's efforts to complete a thorough and accurate study, and strongly supports conclusions of the report The enclosed suggestions are offered to assist your staff in improving the integrity of the document and strengthening evaluations of potential impacts of various disposal alternatives. For more detailed information related to these comments, please contact DERM directly at (305)372-6796.

Sincerely,

Pedro Hernandez, P.E.
Special Assistant To the County Manager

Enclosure

cc: J. Renfrow, Director, DERM

General Comments on Draft SEIS on Disposal of Homestead Air Force Base
Miami-Dade Department of Environmental Resources Management

- On a gross scale, the report seems to adequately describe the general environmental setting and resource issues associated with existing and proposed uses of the HAFB and the south Dade area. However on a more detailed scale, the report contains inaccuracies, and relevant data sets and references are omitted or inadequately reviewed. Such weaknesses may not affect the overall conclusions of the report, but nonetheless should be addressed to reduce uncertainties and strengthen the credibility of the study.

- Narrative sections and tables characterizing water quality and sediment quality data in the vicinity of the HAFB rely heavily on earlier studies performed by U.S. Air Force consultants in connection with remedial investigation of Military Canal. Other more robust and recent datasets and agency reports have been omitted or included only in a superficial manner. Miami-Dade County, as well as state and federal environmental agencies, have found these specific U.S. Air Force consultant studies to be inadequate, due to limited numbers and types of samples, inadequate detection limits and poor controls These works are inconsistent with other more recent data and investigations, and therefore the conclusions and recommendations these reports make with regard to contamination in Military Canal have been rejected by regulatory authorities. Recent work by DERM, NOAA, and the U.S.E.P.A. has confirmed the presence of numerous trace metals, pesticides, and other organic chemicals in the sediments of Boundary Canal and Military Canal at levels linked to toxicity and other biological effects. Multiple studies using a variety of toxicity assessments have documented statistically significant ecological effects in the Boundary Canal system, Military Canal, and south Biscayne Bay. The U.S. E.P.A. has determined that the contamination in Military Canal is linked to sources associated with the former base operations and that the contamination represents an ecological risk to Biscayne Bay. The U.S. Air Force is now in the process of initiating a Feasibility Study to identify the appropriate remedial action. As this issue has received intense interagency and public review, it is important that the SEIS correctly describe the investigation history and current status.

- Discussions and summaries of DERM water quality monitoring data contain errors, omissions, and apparent misinterpretations in several cases. We believe that this in part is a consequence of the consultants obtaining incomplete records or descriptions of DERM data from other documents or secondary sources, such as other agency or consultant reports. These errors may have affected projections of impacts and loadings associated with various proposed alternatives uses. More thorough and up to date data on surface and groundwater quality is available, including monitoring of toxic organic compounds in groundwater. Inclusion of this data would strengthen estimates of pollutant loading and ecological risk associated with nutrients and toxic contaminants that were based upon selected monitoring data. Also, it is recommended that ranges and median values be reported and used in assessments included in the report. These statistics generally provide a more sound description of nonparametric datasets, particularly when the observations include many results below detection limits. We suggest that a thorough review of the original source of all data may provide additional details that would benefit and strengthen the analysis.

- Important projections of nutrient and contaminant loading and ecological risk are derived from an estimated of groundwater movement rate of 50-100 years from the HAFB to Biscayne Bay. This estimate is apparently based upon assumptions regarding "ambient" or "average" hydraulic parameters. More detailed discussion of how this rate was determined would help substantiate and strengthen the consequent loading projections.

- Tables and text describing Florida water quality criteria contain numerous errors and omissions. These need to be closely reviewed to accurately reflect narrative and numerical standards for Outstanding Florida Waters, Class I and Class III fresh and marine waters. Florida standards are contained in F.A.C. 62-302. All evaluations of impact should also consider the narrative antidegradation standards for Outstanding Florida Waters. Additionally, the SEIS should consider numerical criteria and regulatory standards contained within Ch. 24 of the Code of Miami-Dade County Use of incorrect standards may be a serious deficiency, since it may lead to overestimation or underestimation of water quality violations or impacts.

- The section describing the proposed Miami-Dade County Stormwater Treatment and Distribution Area (STDA) pilot project contains numerous inaccuracies, particularly regarding the purpose and regulatory status of the project. The County's efforts on the STDA project predate Hurricane Andrew and issues relating to reuse of the former base While this project does involve diverting water discharges from Military Canal, the project is independent from activities at the former base and is not a substitute for onsite stormwater retention requirements as is described in the SEIS. The STDA project is not designed nor intended to treat industrial discharges. Stormwater and wastewater management activities on the former HAFB must meet state and local requirements prior to discharge from the facility. The goals of the STDA project not only include improving canal discharge water quality, but also relate to broader regional issues such as improving the timing and distribution of water deliveries to Biscayne Bay. The County has developed a conceptual design plan for the STDA, but has not yet applied for permits to construct this project.

- The SEIS uses out-dated satellite imagery to characterize vegetation communities in the vicinity of the HAFB More recent mapping, particularly of the wetland shoreline of south Biscayne Bay was provided to SAIC in electronic and report formats. Reliance on the older, less accurate data has contributed to errors in the narrative description of the aerial extent and ecological value of mangroves and other wetland communities east of the HAFB

- We recommend that the Dade County Manatee Protection Plan be cited as a reference, rather than relying on personal communications. This report may also provide more objective information for assessing the likelihood of impacts from proposed uses to manatees.

- Ongoing clean up of hazardous waste at HAFB pursuant to CERCLA involves numerous sites within the base and Military Canal. Clean up targets have been (or will be) selected and approved by regulatory authorities, including Miami-Dade County based in part upon projected future land use and potential exposure of human or ecological receptors. Many sites that have already been "closed" were cleaned to levels consistent with industrial use, where only limited human or ecological exposure would be expected. Although it generally appears that most of the proposed alternative uses are compatible with these targets, any changes in land use or features that would lead to increased human or wildlife exposure to contaminants (such as surface water features or habitat restoration) could require additional assessment and remediation. The SEIS should include an evaluation of the compatibility of present accepted site clean up levels as they may relate to proposed land uses and facilities, particularly drainage or surface water elements, within each alternative

- We do not agree with the recommendations for potential mitigation measures of water resources in the section addressing the Proposed Action Alternative. This section states that "an STDA that covers most of the area east of the former base would be sufficiently effective in both evening out pulses of flow and removing nutrients and toxic chemicals that it could render an on-site stormwater management system unnecessary". We strongly support the concept of on-site stormwater management systems, and do not believe that an STDA is an effective means of treating toxic chemical contamination Furthermore, state and local regulations require stormwater systems to be built within the redevelopment site to meet required water quality and quantity standards prior to discharge from the site

- The section evaluating water resources impacts of the "mixed use" alternative assumes that there will be no stormwater management system required for the proposed facilities because current regulations only address projects of more than 100 acres. This is incorrect. Ch. 24-58 of the Code of Miami-Dade County requires that a permit be obtained for any work which reduces recharge of the aquifer or for the construction, installation, or alteration of any outfall or overflow system on, under, or upon any water body including lakes and canals. Permits are also required for drainage systems in nonresidential properties. These requirements apply regardless of size, and therefore, any development activities occurring at the site will undergo review and permitting, even if there is no facility-wide plan The assumption that no drainage improvements will be required or made significantly affects projections of water quality and quantity impacts associated with the mixed-use proposal and must be reevaluated.

- The section addressing agricultural land use requires updating and some revisions. Since the draft SEIS was completed, the status of the citrus canker quarantine area has significantly changed and has now affected large areas of south Miami-Dade County. Additionally, certain details regarding projected future growth and density patterns in areas currently zoned for agriculture or open land use could be refined and more clearly substantiated or referenced.

002427

Date: 2/22/00

To: Homestead SEIS
AFBCA/EX
1700 N. Moore Street
Suite 2300
Arlington, VA 22209-2802

FAX: (703) 696-8828

From:

Name: MARLENE KOCHER

Address: 2803 AUGUSTA DRIVE

City/State/Zip: HOMESTEAD, FL 33035

I am writing this letter to tell you that I support the Collier/Hoover mixed use development plan for Homestead Air Force Base. The Collier/Hoover mixed use alternative development offers a partnership between the environment and the economy. Through creation of a visitor attraction, educational facility and business center, the project will bring jobs and dollars to South Dade without harming the national parks. Please support this proposal.

ALREADY 7.8 BILLION (MOSTLY FEDERAL FUNDS) ARE IN NEED TO RESTORE THE EVERGLADES. THE COUNTY DOESN'T WANT TO PAY A DIME, AND THEY FOR SURE WILL FIND A WAY NOT TO PAY FOR THE BILLIONS MORE THAT WILL BE NEEDED IN THE FUTURE SHOULD THE CARGO AIRPORT BECOME A REALITY. DO YOU REALLY WANT TO MAKE A HANDFUL OF CONTRACTORS VERY RICH AT THE EXPENSE OF THE NATION?

Sincerely,

Marlene Kocher

MILLENNIAL MEDIA
Metro
APPLY NOW!

All About the Green

A much ballyhooed petition supporting a commercial airport in Homestead appears to be a sham

By Jacob Bernstein

Mark Poulenas

It was just a few months ago that a couple of small-town mayors and one of Florida's most influential families found an innovative way to greenwash their plan for a commercial airport sandwiched between two national parks in South Miami-Dade In a letter to Attorney General Janet Reno, they asserted the federal government was discriminating against the area's minorities and violating a presidential order by delaying development The group called itself the Equal Justice Coalition.

The coalition mostly hoped to accelerate an environmental review of the airport site, insists Homestead Mayor Steve Shiver "This has been studied longer than World War II," he complains

At first it seemed to work

The effort elicited favorable coverage in *USA Today* and the *Washington Times* The *Miami Herald* devoted two stories to the group's letter Airport booster Mayor Alex Penelas supported it In September Penelas, Shiver, and Florida City Mayor Otis Wallace even won an audience with Vice President Al Gore to plead their case (Owing to Hurricane Floyd, the meeting was cancelled at the last minute and has yet to be rescheduled)

But now the credibility of the petition, which was authored by a powerful beltway lobby shop, has fallen into question Last week twelve organizations and individuals, including the NAACP and the Sierra Club, sent their own missives to Reno, calling the

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Could the former Homestead Air Force Base become a launch pad for satellites? (8/28/98)

Talking Turkey Point Blues
Feds question the distance between a proposed airport and the nuclear

Club, sent their own missives to Reno, calling the letter "misleading" and "scurrilous."

"We in the NAACP have not observed any great interest in black community economic development by these development interests," wrote Adora Obi Nwese, president of the Miami-Dade branch of the NAACP. "The misuse of the environmental justice issue ... is suspect at best and cynical at worst."

The coalition's sixteen-page "Petition for Extraordinary Relief" was sent to Reno on August 10. It was written on the stationery of a Washington, D.C., law firm called Verner Liipfert Bernhard McPherson and Hand, which frequently is ranked as one of the nation's top lobbying groups. Among its partners are former senators, congressmen, and governors, including presidential candidate Bob Dole and retired Senate majority leader George Mitchell. The firm's Miami office is headed by Jorge Jose Lopez, who served as an aide to Miami-Dade Mayor Alex Penelas when Penelas was a county commissioner.

The petition argues the proposed airport will offer relief to Florida City and Homestead dwellers, who live in an economic disaster area. (In fact, according to a September 1999 Homestead/Florida City Chamber of Commerce report, there are more businesses and roughly the same number of jobs in Homestead today as before Hurricane Andrew.) "The thread that separates these poor and minority residents from despair and want is the fate of Homestead Air Force Base," wrote Verner Liipfert lawyers. The document blames the White House, the Department of Interior, and environmentalists for slowing the project. Petitioners asked Reno to intercede based on a 1994 measure that President Bill Clinton approved to halt industry from polluting minority communities.

It's unclear who paid Verner Liipfert. A law firm source, who refused to be identified, says "the developer is picking up the majority of the costs." (The site's developer is Homestead Air Base Developers, Inc. (HABDI), a group composed largely of politically connected builders.) Mayor Shiver reveals the family of the late Jorge Mas Canosa paid for him and about ten others to travel to Washington, D.C., this past August to present the petition to

and the nuclear plant (6/4/98)

Place Your Seatbacks in the Upright Position and Prepare for Meltdown
The plans for an airport five miles from Turkey Point (1/29/98)

e-mail Mayor Penelas

This week in **NEWS and FEATURES**

Pain & Gain
Between pumping iron and torturing hostages, the Sun Gym gang barely had time for the strippers they adored
By Pete Collins

Goon Over Miami
How a shady past and a volatile temper sent Chris Paciello to the slammer
By Tristram Korten

A Whole Lotta Light
Seeking to brighten her patients' Yuletide, a Carol City woman celebrates the Ready Kilowatt way
By Robert Andrew Powell

Columns

DeFede
Elian Gonzalez: Used, Abused, and Alone
By Jim DeFede

Justice Department officials. Shiver insists no public funds were used to pay the law firm. Calls to Mayor Wallace were not returned.

In 1998 the Mas family purchased a 24 percent interest in HABDI, and Juan Carlos Mas, Mas Canosa's son, now sits on the group's board of directors. The family bought into HABDI through a company called Airport Acquisition, which listed a South Miami-Dade address on county documents. The county had set aside part of the project for South Miami-Dade community members. (Oddly enough, according to state records, Airport Acquisition is no longer an active Florida corporation. Ramon Rasco, an attorney representing Airport Acquisition, says the Mas family probably forgot to renew the company's registration, but plans to do so.)

Verner Liipfert has done far more than simply pen the Equal Justice petition. In October of this year the firm lobbied for the transfer of 200 acres of the former Homestead Air Force Base to Miami-Dade County, which already has approved the HABDI plan in a no-bid contract. Airport backers tried to slip a measure authorizing the transfer into a massive defense-spending bill during a hectic day of lawmaking. (The extent of Verner Liipfert's role is unclear, though a spokesperson acknowledges the firm lobbied for the measure.) The effort failed when environmentalists became aware and deluged local politicians with phone calls and faxes.

In response to the Equal Justice Coalition's petition, the Sierra Club organized community and minority groups to oppose it. Some wrote letters to Reno. "The local politicians signing the [Verner Liipfert] petition refuse to consider less-environmentally damaging types of development for Homestead, an intransigence that is the true root of the delays they complain so bitterly about," the Sierra Club letter states. "Those behind this [petition] have turned the notion of environmental justice on its head." Others who complained to Reno include the Haitian environmental organization Operation Green Leaves, the Farmworkers Association of Florida, the South Dade Community Council, the Redland Citizens Association, and the African-American Caribbean Cultural Arts Commission.

Some letter writers question the validity of the Verner

Liipfert petition. For example, one signatory, the Coalition of Florida Farmworker Organizations, has no members. Contacting several other groups that signed the original petition is difficult. One, New Visions for South Dade, is described in an Equal Justice Coalition press release faxed to *New Times* as "a group dedicated to the empowerment of minority people in the region." Its phone number is not listed. Another group called RCH-Haitian Community Radio also is unlisted. When asked how to reach the groups, Homestead Mayor Shiver acknowledged that he does not know.

jacob.bernstein@miminewtimes.com ■

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Let residents vote to approve Homestead airport

Re the Feb. 4 Herald article *Penelas offers land swap for Homestead airport*: Miami-Dade County Mayor Alex Penelas just doesn't get it. Most residents who live near the former Homestead Air Force Base are against its development as a cargo hub for Miami International Airport. If Mayor Penelas doesn't believe this, then put it to a vote.

The mayor's proposal to trade the county-owned jetport land that straddles the Dade-Collier border is a smoke screen. That land was initially proposed for air-carrier training relief for MIA, and politicians in 1969 envisioned that it would be enlarged to provide additional air-carrier capacity for commercial aviation. The jetport property is surrounded by the Big Cypress National Preserve and eventually will be conveyed to the federal government whether Mr. Penelas agrees to it or not.

It is mind-boggling that Mayor Penelas would risk the well-being of two national parks and the solitude and property values of south Miami-Dade residents to develop the Homestead base. Everglades National Park is not only important on a national level, but it is also a World Heritage Site and has been deemed important to the global community.

The park is regarded as the most endangered national park in America and a multibillion dollar project is now under way to help reverse the pollution already inflicted on it. Who would want to visit Biscayne National Park with an endless stream of noisy, polluting cargo planes flying overhead?

JOEL J. CARTER
Homestead

■

Politicians and special interests are using the residents of Homestead and Florida City. They were told recently about the problem South Florida faces because there would be insufficient airport facilities and about the 30,000 new jobs.

However, how did a group of businessmen get a 55-year lease if the air base is turned over to the county? Once the deal is done, residents will have no recourse. There is an alternative. The Collier-Hoover plan doesn't conflict with the wishes of the Homestead community. It offers almost as many good jobs in an environmentally friendly development. The national parks and residents favor this plan. It's the only rational choice.

MARILYN WILLIAMS
Key Largo

MIAMI · HERALD

Better planning can make state livable

I agree with your Jan. 23 editorial that the state should pay its fair share for the restoration of our long-neglected Everglades. The plight of our Everglades is not the only problem created by Florida's unplanned growth and inadequate tax base.

For many years, the state of Florida has done a fantastic job keeping taxes low and making Florida an attractive place to live. Florida continues to be one of the fastest-growing states in the country, but this influx of population has been to the detriment of our K-12 school system and Florida's natural environment. Our children attend overcrowded schools due to the lack of planning and building of new schools at (or close to) the rate of single-family developments. Florida's fragile wildlife and natural habitat is being destroyed by overdevelopment of land.

In addition to a more adequate tax base, a plan for Florida's future growth is long overdue. Florida's inhabitants continue to feel the strains of growth and unplanned development. It is time that the state and taxpayers join in to help counties develop a plan for growth that will be beneficial to every class of people in Florida and balance the needs of the people with our natural environment.

I do not believe that it has to be all

MIAMI-DADE

Published Sunday, February 6, 2000, in the Miami Herald

MIAMI LAKES

Put airport in Homestead, some residents say

BY CAROLYN SALAZAR
csalazar@herald.com

While Miami-Dade County residents were in a tug-of-war the past week on what to do with the former Homestead Air Force Base, people in Miami Lakes were pulling for an airport to be developed in South Miami-Dade so the county would leave Opa-locka Airport alone

If Homestead becomes the site of a reliever airport for Miami International Airport, Northwest Dade residents believe that the county no longer will have its sights on Opa-locka Airport for a possible expansion

A larger, busier commercial airport in their backyard at Opa-locka is the last thing some residents want.

``In the past, we have have stayed out of the discussions of the Homestead Air Force Base redevelopment issues with the assumption that it would ultimately be available for the future aviation needs of the county,'' said Wayne Slaton, president of the Miami Lakes Civic Association and a Community Council 6 member

``Now that there is the possibility that HAFB may not be given back to the county, Miami Lakes has to take a stand.''

Several Miami Lakes residents attended hearings this past week to support an airport at Homestead.

The issue has been a point of contention in Miami Lakes and other Northwest Miami-Dade communities for years. Some residents do not want the noise, hassle and traffic congestion a larger airport would bring

That's one of the reasons the county has balked at expanding Opa-locka Airport. Several times, the county had plans to pump millions, even billions, into the airport to enlarge it.

But some residents have been content with keeping the airport's size grounded

``We definitely don't want Opa-locka Airport any larger,'' said

REPORTS SHOW OPA-LOCKA IS MORE ECONOMICALLY FEASIBLE THAN HOMESTEAD FOR AN AIRPORT

Country Club resident Wayne Rinehart, also a member of Community Council 5 ``We don't want the big planes zooming by and we don't want the noise, congestion and everything else that goes along with it.''

But not everyone is against the expansion of Opa-locka Airport. Some Miami Lakes and Opa-locka residents would welcome such a move.

Marcela McGrath, who testified at the final EIS hearing Thursday night, offered economic and environmental reasons.

``I would much rather have the airplanes flying over my house than over the national parks,'' said McGrath ``We know Opa-locka Airport can handle the extra flights, just as it did after Hurricane Andrew hit the air base. It can be expanded and used.''

Opa-locka officials want the expansion of their airport for economic reasons

``We are for expansion because it's going to bring more economic opportunity and a lot more jobs and businesses,'' said Opa-locka City Manager Anthony Robinson The airport now is an under-utilized asset.''

There have been at least two federal studies that lay out the options for the former Homestead Air Force Base, and public hearings on the issues have taken place -- including five last week

The Air Force is expected to release the Final Environmental Impact statement in July After that, the earliest it could come up with a decision is 30 days
Herald Staff Writer Draeger Martinez contributed to this report

Contact Us
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MIAMI-DADE

Published Tuesday, February 22, 2000, in the Miami Herald

Panel approves MIA proposal

Groundwork set for Dade commission

ANALISA NAZARENO
anazareno@herald.com

In a matter of minutes, members of the state House committee on transportation quickly passed a proposal that would lay the groundwork for Miami-Dade county commissioners to establish an independent airport authority overseeing Miami International Airport.

The bill, HB 315, which would create the Florida Airport Authority Act, comes on the heels of a special panel's recommendation that the county cede its control and establish such a committee to insulate MIA from political deal-making

The blue-ribbon panel was named by Miami-Dade Mayor Alex Penelas after a weeklong Herald series showed how years of political meddling had helped turn MIA into one of the nation's least inviting major airports

``You have a situation where one group of individuals controls the airport and controls the business and the results are that the airport is rotten,'' Rep. Luis Rojas, a Hialeah Republican, told the transportation committee. Rojas sponsored the bill along with freshman Rep. Marco Rubio, R-Miami

``The problem is that the airport is run now by the County Commission and bidding becomes very controversial They don't take the recommendations of the staff. Basically the bids go to whoever can get the votes,'' Rojas said

The bill would not require the county to establish the airport authority but would allow commissioners to do so Rojas said the bill is designed to ``keep the pressure on the commissioners to create an authority.''

``When I walked door-to-door on my campaign, I got a lot of comments from people in the community telling me to do something to fix the airport,'' said Rubio.

Committee members asked questions about how the bill might affect governance of their airports, then unanimously passed the bill on for further hearing by the community affairs, finance and taxation and appropriations committees.

THEIR IS SO MUCH CORRUPTION AT MIA — AN AIRPORT IN HOMESTEAD WOULD BE NO DIFFERENT YOU CAN TELL BY ALL THE POLITICIANS WHO ARE FOR IT THAT THERE WILL BE PLENTY OF MONEY FOR THEM ALL.

SOUTH FLORIDA SUN-SENTINEL 2/22/00

Shortage of workers critical

Cohesive immigration, workplace policies needed

When the United States was undergoing an industrial revolution at the turn of the century, it imported foreign workers to meet the demands of an expanding economy. Now, at the turn of another century, a critical shortage of workers is starting to change the national debate on immigration. This is a welcome development.

Advocates of fewer immigrants have valid concerns about overcrowded schools and overtaxed public services. But the economy cannot grow if its labor pool shrinks too tight. Fed Chairman Alan Greenspan has been saying this for months and he recommends reviewing immigration laws to boost the number of workers.

This doesn't mean the United States should have no immigration laws or policies. Every nation has the need to defend its borders and the right to decide who enters.

But orderly immigration can relieve a labor shortage for employers throughout the nation.

A *Sun-Sentinel* story recently chronicled the troubles of the roofing industry, which can't find enough able roofers. The Federal Reserve Board last month noted that labor shortages in South Florida have contractors turning away work and putting major projects on hold.

Economists are concerned that a shortage of workers will drive up wages too fast, fueling inflation and undermining the longest economic boom in U.S. history.

A sensible remedy would be to increase the number of foreign workers who are allowed in the country to fill specific jobs for which they are qualified. Congress is considering a bill that would raise the cap to 195,000 from 115,000 for the so-called H-1B program for skilled foreign workers until 2002, to offset a shortage in the high-tech industry.

U.S. Sen. Bob Graham, D-Fla., is sponsoring a reform measure that would help ease a growing labor shortage in agriculture. The Agricultural Jobs, Opportunity, Benefits and Security Act establishes a new database and a formal process to match registered workers with job opportunities. The new registry would document temporary farmworkers and give farmers a viable source of labor, including those illegal immigrants who register with the program.

Congress can do more.

The Essential Worker Immigration Coalition, a new group formed by hotel, restaurant, health-care and other employers, has asked U.S. lawmakers to hold a labor shortage hearing this week. The group also may ask Congress to legalize some undocumented immigrants in the United States.

While such a proposal will be controversial, it deserves consideration. Even union leaders, once opposed to the hiring of foreign and undocumented workers, are shifting their focus toward organizing such workers and bringing them into the economic mainstream.

The nation must deal with its labor needs and immigration policies in a more cohesive manner. The subject is certainly worthy of a new national debate.

We need education & social services for our hard to employ population. Not an airport that won't hire them anyway.

GOOD MORNING

By Tony Doris

Airport vs. Bay battle is just getting started

Scene I: Adam Redford balances in his bonefishing boat in the transparent waters of Biscayne National Park near Homestead. Water drips off his push-pole and the breeze carries the cries of birds perching in mangrove islands. Meanwhile the fishing guide roars through the reflective paradise of the Arsenicker Keys. This is nature's homestead.

Scene II: Adam Redford in his bonefishing boat. But this time he's on a corporate park water feature of a lake called Blue Lagoon, near the fore of Miami International Airport. His lips are moving; he's trying to tell us something, but the unceasing roar of jet engines at low altitude drowns every word.

The three-minute, homemade video cranked up the audience in Kendall last Wednesday during one of a series of public hearings on the proposed federal hand-off of 1,632 acres of Homestead Air Force Base. But the message was as tragic as it was comic: there's no benign way to swap a hawk's flight path for a cargo jet's.

Those intent on turning the former base into a regional airport that could handle 231,000 cargo flights a year booming over Everglades and Biscayne national parks probably were not swayed by Adam Redford's dramatization. Their

See GOOD MORNING, Page A4

From Page A1

lapel buttons said it all: "AIRPORT = 38,000 JOBS."

The pro-cargo forces had front-loaded the speakers' list at a similar hearing in Homestead the night before, allowing dozens upon dozens of them to testify before those opposed could get a word in edgewise, if at all. At both hearings county officials, addressing the site's Air Force stewards, spoke of the need for growth, of the certainty that the county's current airports would reach capacity by 2015. Without a new "tie-ever" airport all that money would be left on the table.

No such thing as too much growth, apparently. Not as long as we can build an environmentally friendly 231,000-flight-a-year airport in the middle of one of the most precious expanses of wilderness in the United States. Did I mention that it would be environmentally friendly?

Just ask Miami-Dade Mayor Alex Penelas, who on Jan. 28 served as guest speaker at the Biscayne Bay Partnership Initiative.

There he pledged his commitment to protect that "priceless" waterway while dodging an errant manatee costume-clad protester who didn't take him at his word. "A large portion of our economy is dependent upon maintaining a healthy and thriving Biscayne Bay," he told an audience of mainly conservationists. "Nowhere is it clearer that the environment is our economy. And protecting our local economy means that we must protect the bay."

At an Air Force hearing four days later, bay defender Penelas testified in support of the proposed airport a few miles to the south. "You have my unwavering commitment to the development of Homestead Regional Airport in an environmentally safe manner," he told the Air Force brass. "Over 77 mitigation plans and studies, at a cost of over $8 million, have already been completed to assure that Homestead Regional Airport is totally compatible with its environs."

Penelas was among those who steered a partnership of local contractors through a no-bid county contract to redevelop the base as a cargo airport. He is now not just driven by his usual inclination to go whichever way the political wind blows, but also by a contractual obligation to support the airport redevelopment proposal controlled by such upstanding corporate citizens as the Mas family.

Meanwhile, a reasonable alternative has come to the fore, supported by County Commissioner Katy Sorenson, not to mention environmentalists throughout the United States.

The Sierra Club, for one, has begun a national campaign letter-writing campaign to President Clinton in support of this one. "This is a national issue, not a local issue," as the group's South Florida field representative, Jonathan Ullman, puts it.

Offices, a hotel, an aquarium and golf courses, designed as a "global demonstration project for sustainable development," are proposed under this plan, created by a partnership of the Collier family and the Hoover Environmental Group. The latter is led by environmentalist and entrepreneur Lacey Hoover Chase, daughter of Herbert W. Hoover Jr. of vacuum cleaner fame, who was instrumental in creating Biscayne National Park.

The Colliers, wealthy landowners and developers from Florida's southwest coast, pledge to swap mining rights they own on tens of thousands of acres of the Big Cypress National Preserve.

This development would create 6,800 jobs initially and 20,000 eventually, its proponents estimate, all without one decibel of jet noise.

The only way for the Hoover-Collier option to become reality is for the federal government to keep the base out of the hands of Penelas and the Miami-Dade County government. Supporters such as Sorenson see their best hope in gaining Clinton's and Al Gore's sympathy, always hard to gauge during an election year. Meanwhile, to the carrot of their better alternative for the site, they're adding the stick of promising years of legal action by environmentalists to prevent, and at the very least to delay, any airport. There's no question the environmentalists will go to the wall on this one.

They should. Clearly, the Homestead airport boosters have forgotten that the environmental legacy that they enjoy belongs to all of us. And if they think they can protect it and have a regional airport at the same time, they should try bonefishing someday at Blue Lagoon.

The Sierra Club backs a 'global demonstration project for sustainable development, which would include offices, a hotel, an aquarium and golf courses.

002428

March 3, 2000

AFBCA-Ex
1700 N. Moore St. Suite 2300
Arlington, Va. 22209-2802

Dear AF Committee members,

I am a citizen of Florida. When I lived in Fort Lauderdale I was a concerned citizen environmentally when the Everglades National Park was being considered for a park which we in Broward Audubon Society were instrumental in securing. I now live in the Florida Keys, near that same park and another, Biscayne Nat'l Park.

We have been concerned regarding degradation of these parks which happens beyond our control – but, to plan a commercial airport with its many side effects is an unthinkable travesty! Please reconsider and plan for the environmental future of this area.

Thank you,
Margaret Gouin

002429

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 3-2-00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I OBJECT TO THE PROPOSED ESTABLISHMENT OF A COMMERCIAL AIRPORT IN THE HOMESTEAD AREA. AIR POLLUTION WOULD BE CREATED BY BOTH AIRCRAFT AND INCREASED GROUND TRAFFIC, AS WOULD WATER POLLUTION FROM RUNOFF. THE NOISE FACTOR WOULD NOT BE COMPATIBLE WITH THE WELL ESTABLISHED RESIDENTIAL NATURE OF THIS AREA.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINÚE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Mildred F. Bigger

ADDRESS/DIRECCIÓN:

CITY/CIUDAD: Homestead,

STATE, ZIP CODE/ESTADO, ZONA POSTAL: Fl. 33030-4242

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

Se publicarán sus comentarios en el SEIS FINAL. Favor de no incluir su dirección personal si no desea que esta aparezca en el SEIS FINAL. El hecho de proporcionar esta información es considerado como su consentimiento para publicarla

Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209 2802
FAX: 703-696-8828

002431

Sabrina Carle
3903 Coelebs Ave.
Boynton Beach, FL 33436

March 2, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street, Suite 2300
Arlington VA 22209-2802
By fax 703-696-8828

Re: Official public comment on transfer of Air Force Base to Dade County for Airport

Dear Air Base Commander,

As I try to raise my children to treasure and protect the unique South Florida Ecosystem, I cannot stand idly by and watch as the Air Force participates in the destruction of the Everglades. That's why I am writing to express my opposition to the Air Force's plan to transfer the former Homestead Air Reserve Base to Dade County for development into a major international airport, and to ask you to stop this plan from going forward.

As your own Air Force's recently completed Supplemental Environmental Impact Statement and other studies concerning the Homestead airport project show, this airport would have devastating consequences for adjacent Everglades and Biscayne National Parks. I do not accept that our national parks should be used as dumping grounds for aircraft noise and other toxins. I cannot accept that the Air Force would transfer of federal property to enhance industrial development at the edge of our national parks that will inevitably lead to secondary impacts like suburban sprawl. I urge you to join me in fighting for what is right.

As you know, the Air Force study also concludes that there is a realistic alternative to the airport, such as developing the site for mixed commercial and residential use, that would create nearly as many jobs and would have significantly less harmful environmental consequences.

The Everglades, Biscayne Bay, and the Florida Keys are unique and vital parts of America's natural history far too important to be sacrificed for an airport. I believe there are places where the natural quiet of the world must be preserved, values like quiet are protected by the Organic Act.

Please follow the advice of Interior Secretary Babbitt and EPA Administrator Browner, and follow my wishes and the wishes of most Americans who treasure their national parks. Please abandon this airport development plan.

Sincerely,

Sabrina Carle
Sabrina Carle

002437

Sonia Schwartz
28-07 NE 164th Street
North Miami Beach, FL, 33160

March 3, 2000

U.S. Airforce
Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

Re: New Airport at Homestead, FL

Dear Sir (Madam):

As a former officer in the military, I am appealing to your concern for nature.

I am writing for you to help kill the proposed airport in Homestead Florida. It will put in jeopardy all the birds at the nearby Biscayne National Park not to mention all the increase bird strikes that will occur. This might cause a plane one day to regretfully crash!!!

Also it will then have the planes flying close to the Turkey Point nuclear plant and will increase the probability that someday a plane from this proposed airport will hit the plant creating an irrevocable tragedy with consequences affecting our children's children.

The only choice is to get rid of the birds or the airport. **I say get rid of the airport.** There are not enough refuges for the birds left today.

HELP US TO SAVE THESE BIRDS!!!!!!!

Sincerely,

Sonia Schwartz

002438

Nathan Wyeth
4717 Falstone Ave
Chevy Chase, MD 20815

March 5, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street, Suite 2300
Arlington, VA 22209-2802

To whom it may concern

I have been to Everglades National Park, and it is truly an amazing place The amount of life that flourishes there, especially bird life, is astounding Unfortunately, the Everglades is an incredibly endangered place, because of many threats There are pollutants from cities, there is a lack of water because of irrigation further north, and now there is a proposed airport right on its border

This airport is simply a terrible idea There are a million better places to put one, places that are not right next to one of the most biologically important places in North America The airport will mean jumbo jets flying low over the National Park every few minutes of every day, it will mean increased pollution, reduced solitude, and increased sprawl towards the park

As I have said, the Everglades are already in a lot of trouble If you care at all about this incredible national treasure, you will not allow the construction of a giant airport just miles from its border

Sincerely,

Nathan Wyeth

March 4, 2000

002439

From Barbara Seeley
2743 NE 28th Court
Lighthouse Point, Florida 33064

President William J Clinton
White House
1600 Pennsylvania Avenue
Washington DC 20500

Homestead SEIS
AFBCA/EX
1700 North Moore Steeet
Suite 2300
Arlington, VA 222029-2802

Dear President Clinton:

I am writing to express my opposition to the Air Force's Plan to transfer the former Homestead Air Reserve Base to Dade County for development into a major international airport, and to ask you to stop this plan from going forward.

As the Air Force's recently completed Supplemental Environmental impact Statement and other studies concerning the Homestead airport project show, this airport would have devastating consequences for adjacent Everglades and Biscayne National Parks. We cannot accept that our national parks should be used as dumping grounds for aircraft garbage and be subject to noise and other toxics. We cannot accept your support for the transfer of federal property to enhance industrial development at the edge our our national parks that will promote suburban sprawl

The Air Force study also concludes that there is a realistic alternative to the airport, such as developing the site for mixed commercial and residential use, that would create nearly as manly jobs and would have less harmful environmental consequences.

The Everglades, Biscayne Bay, and the Florida Keys are unique and vital parts of America's natural history far too important to be sacrificed for an airport. I believe there are places where the natural quiet of the world must be preserve; values like quite are protected by the Organic Act. Please instruct the Air Force to follow the advice of interior Secretary Babbitt and EPA Administrator Browner, and follow my wishes and the wishes of most American who treasure their national parts. ABANDON THIS AIRPORT DEVELOPMENT PLAN!!

Sincerely:

Barbara Seeley

March 4, 2000

002440

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington VA 22209-2802

Dear Reader,

I am writing today to oppose the plans for the new commercial airport in Miami, Florida. This planned airport will pose an environmental disaster for neighboring Biscayne and Everglades National Parks, as well as the Keys National Marine Sanctuary.

Background Information

The U S. Air Force is considering moving ahead with plans for a huge commercial airport at the edge of the Florida Everglades despite its own recently released studies showing that the airport could cause serious harm to adjacent Everglades and Biscayne National Parks.

Restoring the Everglades is a cornerstone of the national environmental agenda to be considered in this session of Congress The proposed Homestead airport, however, is incompatible with plans to restore the Everglades and is an affront to common sense.

If allowed, the Homestead Airport would be the closest major commercial airport to a national park in the United States It would sit just 1.5 miles from Biscayne National Park and 8.5 miles from Everglades National Park and 10 miles from the Florida Keys National Marine Sanctuary. It would host more than 230,000 flights per year in its first phase (about the size of the San Diego airport) This would be about an average of a plane every minute during daylight hours at low altitudes directly over both parks and the Sanctuary.

Park visitors would be constantly bombarded by the high pitch blasts of engine turbines There would be extensive damage to the coral reefs in Biscayne National Park and the Florida Keys Marine Sanctuary. Fish, mammals and birds in the parks and refuges would be threatened by airport runoff and fuel dumping, and the secondary development that would accompany the airport.

With one flight almost every minute, the airport and surrounding development would emit seven tons of toxic pollutants into the air every day. Lead and other hazardous chemicals would wash into the tropical waters of Biscayne Bay. The parks would be filled with airplane noise, and industrial sprawl spurred by the airport in South Florida's last significant swath of open space would reach virtually to the parks' borders.

If this airport is allowed on the edge of Everglades and Biscayne National Parks and the Florida Keys National Marine Sanctuary, no national park from Yosemite to the Great Smoky Mountains, will be safe.

The White House has not stepped in to stop the Homestead airport project. With the White House failing to make its intentions known, it is essential that citizens who are concerned about this mega-development on the doorstep of an area of unique natural significance voice their opinions.

Despite the evidence of its own study and the opinions of Interior secretary Bruce Babbitt and EPA administrator Carol Browner, both of whom recently denounced the airport proposal, the Air Force continues to consider the commercial airport as the primary alternative for developing the site. An alliance of South Florida politicians and developers has been relentless in promoting the airport plan, even hiring one of Washington's biggest lobbying firms to sneak a clause into a congressional spending bill that would have immediately transferred the base to the developers (the clause was removed before the bill passed).

Please do not allow this airport to be constructed in such a fragile and tenuous ecosystem -- one that's really just hanging on by a thread at present!

Sincerely,

Robert DeGrafi
12803 Thonotosassa Rd
Dover, Florida 33527-3701

002443

March 2, 2000
8901 S. W. 198 Ter.
Miami, FL 33157

U. S. Air Force
Homestead SEIS
AFBCA/EX
1700 North Moore Street, Suite 2300
Arlington, VA 22209-2802

Dear Sirs and Madams:

My spouse and I live approximately fifteen minutes from the former Homestead Air Force Base. Since my spouse is a retiree we frequent the reserve base for the limited amount of activities available to us.

It was with deep regret that we have listened to numerous politicans from our County express the need for an airport on the former Base property for commercial use. Granted some day in the future MIA will need to expand somewhere. The idea that the expansion will be sitting between two great National Parks where nature is indeed limited now, is not our idea of good sense.

We have been in Dade County since 1961 and it seems more and more tous that those who are developers thinking only of the almighty dollar seem to prevail. We already have ruined our coastal area around Biscayne Bay over the limit.

If we have any concern for the future of South Florida people in authority need to give some serious thought to our land use.

Sincerely,

Frances W. Monson

Frances W. Monson

Debbie Cole
11740 SW 116 Ter.
Miami, FL 33186

002445

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

I am writing this letter to express my views on the proposal to construct a major airport at the site of the old Homestead Air Force Base. We South Floridians have fought for years to have the ecosystem in South Florida recognized for its significance to the water supply to a major part of our state and as an environment teeming with many species found only in this area. We have worked hard to start restoring our Everglades and the surrounding environments. I can't believe anyone would risk setting our progress back by even suggesting, much less endorsing the construction of such a major detriment to our South Florida environment. I urge you to rethink this project. Our fragile Everglades is life-sustaining to many species of wildlife and vegetation and would not survive such an impact as all the noise and toxic gases would impart upon it. As a teacher, I feel especially strong about any actions we may allow to take place that could damage our environment for our next generations.

Sincerely,

Debbie Cole

Debbie Cole

SUBJECT: SEIS – PROPOSED COMMERCIAL AIRPORT 2/25/00 002447

FROM: PATRICIA C JOHNSON
7697 PARTRIDGE HILL DR
BRIGHTON, MI 48116

TO: HOMESTEAD SEIS
AFBCA / EX
1700 NORTH MOORE STREET, SUITE 2300
ARLINGTON, VA 22209-2802

This letter is sent to voice this citizens strict OPPOSITION to the proposed commercial airport on the former site of the Homestead Air Force Base.

I feel NOT IMPLEMENTING a commercial airport is necessary for protecting the Everglades ecosystem of south Florida.

I believe a commercial airport is a BAD IDEA for several reasons including.

- Biscayne Bay would undoubtedly become heavily polluted as a result of airport emmissions and pollution from the resultant airport development
- Airplane noise and development sprawl would have severe negative effects on adjacent park lands and wildlife
- Redevelopment of the former Homestead base should be fully compatible with restoring ecological functions of the south Florida ecosystem

From this citizens perspective, the mixed use alternative is the most desirable option in the SEIS.

Thank you for consideration of this input. Sincerely,

Patricia C. Johnson

Patricia Johnson

002448

To whom it may concern,

Please take this letter into account while deciding the fate of land surrounding the Everglades. Aren't there enough airports in this region? Is a rival international airport doing anything helpful for the environment at large? You must remember that some resources are not always replenishable. What effect will this have on the ecosystem of southern Florida. I currently live in an area of northwest Indiana. When I was a boy, I remember a small town with people who enjoyed the natural environment. Many forest preserves, and even national parks such as the Dunes in Chesterton Indiana, have been overtaken and dominated by the urban sprawl of this nation. We need to think about this stuff before we act on it. If you would like to share your views, feel free to contact me at pecallaway@yahoo.com

Thank you,

Paul Callaway
Columbia College Chicago

March 2, 2000

002449

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

Re: Re-opening Homestead, Fl. Airport

In view of already-financed plans to restore the Everglades and it's birdlife, thoughts on re-opening Homestead Airport present an obvious conflict. The closeness of the Everglades and it's increased bird-life would present a constant danger to departing and arriving aircraft.

There must be, and are, other ways to put the former air base to good use.

Sincerely,

Robert Rance – Eileen Rance

Robert Rance - Eileen Rance
711 Sunny South Ave.
Boynton Beach, Fl 33436

WESLEYAN UNIVERSITY

002450

Department of Religion
171 Church Street
Middletown, Connecticut 06459-0029
(860) 685-2830 FAX (860) 685-2833

March 2, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street, Suite 2300
Arlington VA 22209-2802

To whom it may concern:

I am writing to express my opposition to the Air Force's plan to transfer the former Homestead Air Reserve Base to Dade County for development into a major international airport, and to ask you to stop this plan from going forward.

As the Air Force's recently completed Supplemental Environmental Impact Statement and other studies concerning the Homestead airport project show, this airport would have devastating consequences for adjacent Everglades and Biscayne National Parks. We cannot accept that our national parks should be used as dumping grounds for aircraft noise and other toxics. We cannot accept the transfer of federal property to enhance industrial development at the edge of our national parks that will inevitably lead to secondary impacts like suburban sprawl.

The Air Force study also concludes that there is a realistic alternative to the airport, such as developing the site for mixed commercial and residential use, that would create nearly as many jobs and would have significantly less harmful environmental consequences.

The Everglades, Biscayne Bay, and the Florida Keys are unique and vital parts of America's natural history far too important to be sacrificed for an airport. I believe there are places where the natural quiet of the world must be preserved; values like quiet are protected by the Organic Act.

Please follow the advice of Interior Secretary Babbitt and EPA Administrator Browner, and follow my wishes and the wishes of most Americans who treasure their national parks. Abandon this airport development plan.

Sincerely,

Anna L. Peterson

002453

3/1/00

To whom it may concern:

Due to the extremely sensitive location for the proposed tall airport, I urge you to stop this project immediately! A major airport would have monumentally devastating effects on the environment. From your estimated projections, it is clear that toxic pollutants would be emitted into the air everyday. Toxic lead, heavy metals, and hazardous chemicals would wash right into Biscayne Bay. It would be much better to use this land in some sort of combination of commercial and residential alternatives.

South Florida and the Everglades need restoration and healing – not the destruction that a tall airport would bring. Trust me – you wouldn't want that on your conscience. Or as Oppenheimer said – I am become death-destroyer of worlds. Bagavad Gita

Regards,

Val and Brian Hastings

PAUL MARKUNAS
2211 SW 28ST.
MIAMI, FLA.
33133
305-858-0462

002454

DEAR U.S. AIR FORCE,

PLEASE DO NOT ALLOW A COMMERCIAL AIRPORT AT THE HOMESTEAD AIR BASE. PLEASE! LET US SUPPORT THE BEAUTY OF OUR NATURAL RESOURCES & KEEP OUR ENVIRONMENT HEALTHY & CLEAN. THERE ARE TOO MANY TREASURES THAT WILL BE HARMED IN THIS AREA - MARINE SANCTUARIES, EVERGLADES, THE FLORIDA KEYS.

AS STEWARDS OF ALL OUR GOD GIVEN GIFTS, WE MUST REACH THAT PART OF US THAT WILL TAKE RESPONSIBILITY TO SUPPORT THE NATURE, OF WHICH WE ARE A PART OF. WE AS PEOPLE NEED TO BASE OUR DECISIONS FROM OUR SPIRIT, HUMANITY AND MORALITY. THIS PROPOSAL FOR THE AIRPORT IS WRONG. I OPPOSE THE DEVELOPMENT OF A COMMERCIAL AIRPORT. PLEASE ALLOW FUTURE GENERATIONS TO INHERIT AN EARTH THAT STILL HAS SOME BEAUTY & RESOURCES LEFT.

SINCERELY,
Paul Markunas

002455

Homestead SEIS, AFBCA/EX
1700 North Moore St., Suite 2300
Arlington, Va. 22209-2802

March 3, 2000

Sirs,

We live on the shore of the Severn River, Maynadier Creek, to be exact. For many years our family – through four generations has enjoyed this special site, which is also the habitat of many birds and animals. We have seen the Bay come back from a time when pollution was depreciating the area and grasses were at a minimum, to a much more healthy environment for our many wildlife neighbors. The "Save the Bay Foundation" has made a big difference in our lives and has made us realize that we must prevent such destruction from occurring elsewhere.

We are fortunate to have a second home in the Florida Keys. Recently, however, we have learned that there is a possibility that Homestead Air Base may be bought by Miami-Dade County and turned into a commercial airport. This eventuality would very likely pose a serious pollution problem for Biscayne Bay, etc. with lead and other hazardous chemicals washing ashore and the habitat of many of our wonderful wildlife destroyed by the paving over of thousands of acres of land.

Our oldest son is a prosecutor in the Attorney General's office in Baltimore, Md. He is living testimony to the influence of environmental concerns upon the present generation. They have grown up with the beautiful and glorious experiences of sharing these wild life habitats. They have seen the Bay almost suffer a fatal demise. Our son would count this action by the Miami-Dade County as bordering on the criminal so far as its effect on the environment is concerned. He has dedicated his life's work to stopping this carnage.

Surely some better use can be found for the Homestead base, which would not be so detrimental to this need for the preservation of wildlife and all of its amenities. Have we not yet learned that an ounce of prevention is worth a pound of cure!

Sincerely yours,

Drs. Richard & Elizabeth Lilly
1306 Eva Gude Dr
Annapolis, Md. 21032

Cc: Vice-President Al Gore
Interior Secretary Bruce Babbitt
Defense Secretary William S. Cohen
Secretary of the Air Force, F. Whitten Peters

002457

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/1/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I BELIEVE A DECISION TO TURN THE HOMESTEAD AFB INTO A COMMERCIAL AIRPORT WOULD BE A BAD ONE. IT WOULD CREATE LOTS OF JOBS IN THE AREA AND HELP THE FAA WITH ITS AIR TRAFFIC BUT IN THE LONG RUN WILL CREATE MANY OTHER PROBLEMS. THE SEIS PREPARED BY LANDRUM & BROWN, WHO I BELIEVE DOING WHAT THE FAA WANTED THEM TO FIND, IS VERY FLAWED. THERE IS NO WAY A COMMERCIAL AIRPORT WOULD NOT HAVE SERIOUS NEGITIVE IMPACT ON SOUTH FLORIDA. THE NATIONAL PARK SERVICE SAYS IT WILL BE BAD FOR EVERGLADES AND BISCAYNE PARKS WHICH ARE 6.5 AND 1.5 MILES FROM THE AFB. YEARS IF YOU LOOK AT WHAT COMMERCIAL AIRPORTS TRADITIONALLY DO TO AN AREA (URBAN SPRAWL) THAT WOULD HAVE A VERY NEGITIVE EFFECT ON THE NATURAL ENVIRONMENT IN SOUTH FLORIDA. THE FEDERAL AND STATE GOVERNMENTS ARE SPENDING LARGE AMOUNTS OF MONEY TO SAVE THIS ENVIRONMENT. THE AIRPORT PLAN IS IN DIRECT OPPOSITION TO THESE EFFORTS. MANY PRIVATE AND PUBLIC GROUPS ARE ATTEMPTING TO SAVE THE BEAUTIFUL NATURAL ENVIRONMENT. A COMMERCIAL AIRPORT WOULD BE A KNIFE IN ITS HEART.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: RICHARD MITCHELL
ADDRESS/DIRECCIÓN: PO BOX 1389
CITY/CIUDAD: ISLAMORADA
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33036

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

Se publicarán sus comentarios en el SEIS FINAL. Favor de no incluir su dirección personal si no deses que esta aparezca en el SEIS FINAL. El hecho de proporcionar esta información es considerado como su consentimiento para publicarla

Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX 703-696-8828

002459

To whom it may concern,

I am against the idea of a new unit airport in such close range of the National parks and Sanctuary. An international airport would leave terrible pollutants behind to kill off Everglades National Park, one of the few clear and natural parks left. The Biscayne National park are also very close to where this new airport would be built.

The airport would contribute to loss of groundwater into Biscayne Bay and also, allow lead, metals and hazardous chemicals to flow into the bay. The Wildlife in the Sanctuary would be affected heavily by airplane noise + pollutants.

This airport could rid S Florida of its last significant open space area. I am strongly against this unit airport.

Sincerely,
A concerned Environmentalist

002460

Robert Schwartz
28-07 NE 164th Street
North Miami Beach, FL, 33160

March 3, 2000

U.S. Airforce
Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

Re: New Airport at Homestead, FL

Dear Sir (Madam):

As a former enlisted person in the military, I am appealing to your concern for nature.

I am writing for you to help kill the proposed airport in Homestead Florida. It will put in jeopardy all the birds at the nearby Biscayne National Park not to mention all the increase bird strikes that will occur. This might cause a plane one day to regretfully crash!!!

Also it will then have the planes flying close to the Turkey Point nuclear plant and will increase the probability that someday a plane from this proposed airport will hit the plant creating an irrevocable tragedy with consequences affecting our children's children.

The only choice is to get rid of the birds or the airport. **I say get rid of the airport.** There are not enough refuges for the birds left today.

HELP US TO SAVE THESE BIRDS!!!!!!!

Sincerely,

Robert Schwartz

002461

To Whom it May Concern,

Has South Florida not been commercialized enough? What is the need for another international air port. What Florida needs is time to replenish itself from all the prior distruction caused by greedy land developers & corrupt politicians. If it were up to me the plot of land would be cleared & left to become part of nature's ecosystem once again as it was intended. Although I know that is not a possibility.

Florida's everglades & remaining forests are on the brink of obliteration. & an international airport would only put more strain on a fragile ecosystem. Befor long there could be nothing left of this precious environmental treasure. Please do not build this airport. It is unneeded strain on an already fragile ecosystem.

Sincerly
John Thomas

002462

To whom it may concern,

If there was a way, in which, I could stop the thinking of people I would. Since there isn't, I am going to try to persuade some people into thinking that the proposed major international airport, is an extremely bad idea. I would really hate to see an airport being built where there are nearby national parks and marine sanctuary, and especially wildlife. The impacted that an airport would make to the wildlife wouldn't be justified. Noise and heavy pollution would pratically devast the animals and the national preserved parks. Please reconsider your plans for a major airport and think about the parks and wildlife animals that are living there before any plans on an airport.

Sincerely, Shamika Sanders
(Sph.2) 115 South Vernon Ave
Chicago, Illinois
60628

Columbia College - Chicago

002463

Ronald T Jones
Columbia College
Chicago, Ill 60611

To whomever it may concern:
Please do not build this airport. The environmental damage this airport will wreak is unacceptable. If you must build an airport to deal with the overflow, please build it at a location that won't spell long term doom for a delicate ecosystem.

Sincerely
Ronald T Jones

002464

To Whom It May Concern–

I am writing to express my opposition to the Air Force's plan to transfer the former Homestead Air Force Reserve Base to Dade County for development into a major international airport.

As the Air Force's recently completed Supplemental Environmental Impact Statement and other studies concerning the Homestead project show, this airport would have devastating consequences for adjacent Everglades and Biscayne national parks

The Everglades, Biscayne Bay, and the Florida Keys are unique and treasured parts of America's national history far too important to be sacrificed for an airport

The Air Force should follow the advice of Interior secretary Babbitt and EPA administrator Browner and the wishes of many, many Americans and abandon this airport development plan

Thank you for considering my comments.

Richard Candelora
(please print)
Richard Candelora
3108 Arco Circle
Tampa, FL 33618

3/8/00

002466

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 3/7/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I WOULD LIKE TO VOICE MY CONCERN BECAUSE I HAVE A 4 YR OLD GRANDSON. AT 60 YRS. OF AGE I HAVE LIVED IN A WORLD WHERE THERE WERE MANY PLACES OF SAFE & QUIET, PEACE, TRANQUILITY. OUR PEOPLE ARE AGITATED, NOXIOUS & SICK WITH DIS-EASE PLEASE SAVE THIS PLACE OUR TWO NAT'L PARKS FROM THE COMMERCIAL & MONEY GOAL ORIENTED PEOPLE WHO ARE IGNORANT & IN LACK OF KNOWLEDGE THAT WOULD DESTROY OUR AREA

THANK YOU

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Vivian Goulet
ADDRESS/DIRECCIÓN: 15745 S.W. 84 CT.
CITY/CIUDAD: MIAMI
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33157-2119

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

Se publicarán sus comentarios en el SEIS FINAL. Favor de no incluir su dirección personal si no desea que esta aparezca en el SEIS FINAL. El hecho de proporcionar esta información es considerado como su consentimiento para publicarla

Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

March 6, 2000

002467

To Homestead SEIS
AFBCA/EX
1700 N Moore Street suite 2300
Arlington, VA 22209-2802

From Adolfo Fernandez
10606 SW 127 PL
Miami, FL 33186

Re: Property disposal of Homestead AirForce Base

I am writing this letter in opposition to constructing a commercial airport on the property owned by the U S AirForce As a citizen of south Florida and an Environmental Studies major at F I U , I foresee unavoidable, unreparable damage being done to two very fragile yet critical ecosystems in the near vicinity of the base if a commerical airport is constructed I attended a public hearing on the proposal on February 2, 2000, and have read the 1999 Draft Supplemental Environmental Impact Statement. I help instruct a college level lab, which conducts fieldtrips to Everglades National Park and to Biscayne National Preserve, and therefore spend much time at both these locations The increase in air, water and noise pollution from a commercial airport will directly impact the sensitive biota of these parks, already imperiled by encroaching development In addition, the infrastructure of south Dade will be greatly stressed to accommodate the increase in traffic volume, and inevitable rapid increase in the population in the vicinity It is my opinion that a mixed use alternative such as the collier/Hoover mixed used alternative be developed Such plans will not have such an impact on the environment while still providing south Dade with an economically beneficial option

Sincerely,

Adolfo Fernandez

2 March 2000

002468

Homestead SEIS
AFBCA/PA
1700 North Moore Street
Suite 2300
Arlington VA 22209-2802

To Whom It May Concern:

I am a resident of Homestead, Florida, a native Floridian, and a citizen who is deeply concerned about Florida's natural environment. I am **adamantly opposed** to the development of the Homestead Air Reserve Base as a cargo hub for Miami International Airport, but favor its development in a more environmentally-friendly manner. I fully support the Collier/Hoover plan to develop the base for commercial offices, residential communities, golf course, and a world class aquarium, as has been proposed. The principal reasons for my opposition to a cargo airport are as follows:

- The serious potential of environmental degradation of both Biscayne National Park and Everglades National Park. The latter is a World Heritage Site and has therefore been deemed of critical importance to the global community, not just Miami-Dade County or the State of Florida.
- A portion of Everglades National Park is designated a "Wilderness Area" and therfore has strict noise pollution restrictions (a fact that I do not believe was addressed in the SEIS).
- It has been shown that property values in the vicinity of airports decline precipitously.
- With over 200,000 proposed flights per year, the noise level over residential areas and the national parks would be intolerable. Even with 200,000 flights per year, that translates to nearly 500 flights per day, every day of the year.
- The type of development that would follow a cargo airport would create a quagmire of warehouses and other commercial enterprises, further degrading residential areas and polluting the area surrounding the airport.
- The airport would create excessive traffic problems on US1, the Florida Turnpike, and main thoroughfares around Homestead.
- The airport may set a precedent to expand Homestead Regional Airport, further jeopardizing the tranquility of Homestead and its residents.
- Crime and political corruption would almost surely rise. Political corruption

has recently been exposed at Miami International Airport. The airport development is already politically tainted by the no-bid development rights given to HABDI, a group of politically-influential Hispanics

- The only airport development supporters are those that stand to gain politically or monetarily. The majority of Homestead residents stand firmly opposed to its development as a cargo hub as was recently documented by a Harris Poll that showed 57% opposed If put up for a vote of all Homestead residents, that percentage would likely be much larger.

Thank you for your time.

Cordially,

Roger L. Hammer
17360 Avocado Drive
Homestead FL 33030

305/247-1634
rlhammer@earthlink.net

002469

CLARK FOODSERVICE, INC
850 ARTHUR AVENUE ELK GROVE VILLAGE ILLINOIS 60007

DON J. HINDMAN
CHAIRMAN OF THE BOARD

TELEPHONE
FAX

February 28, 2000

Homestead SEIS. AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

Re Homestead, Florida
Proposed Commercial Airlines Flight Operation

You are aware that the former Homestead Air Base is being considered as a Commercial Air Base to augment Miami's commercial flight operations

Please consider the environmental effects on the Florida Keys as well as the detrimental aspects of having an airfield in this location if an air base is developed

The land, owned by the Air Force, could just as well be developed by industry, housing, and commercial ventures to create employment in the area

The Florida Keys and south Florida have already been damaged by changing the natural terrain of the Everglades

Please vote "no" or use your clout to prevent Homestead Air Base from becoming an airfield only 50 miles from Miami Miami can certainly be expanded to centralize south Florida's traveler's destinations

With Warm Regards,

Don J Hindman

DJH:pp

cc Vice President Al Gore
Interior Secretary Bruce Babbitt
Defense Secretary William S Cohen

002471

March 3, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street, Suite 2300
Arlington, VA 22209-2802

I amwriting to express my opposition to the Air Force's plan to transfer the former Homestead Air Reserve Base to Dade County for development into a major international airport.

As the Air Force's own recent Supplemental Environmental Impact Statement and other studies concerning the Homestead project clearly show, this airport would have devastating consequences for adjacent Everglades and Biscayne national parks. Moreover, the Air Force study concludes that alternatives to the airport, such as developing the site for mixed commercial and residential use, would have significantly less harmful consequences.

At a time when Americans have finally become aware of the damage inflicted over past decades on the Everglades by both Government projects and private interests, and steps are being taken to restore this natural marvel to its pristine condition, the Air Force should not permit the construction of yet another destructive project such as this. As recent scientific studies have shown, high levels of noise have an extremely disruptive effect on wildlife.

The Everglades, Biscayne Bay and the Florida Keys are unique and treasured parts of America's natural history, and they should not be sacrificed to an airport. I strongly urge the Air Force to follow the advice of Interior Secretary Bruce Babbitt and EPA Administrator Carol Browner, as well as the wishes of many, many Americans, and abandon this destructive airport development plan.

Thank you for considering my comments.

Zeha S. Broyles
671 Augusta Avenue
Vinton, VA 24179

Shannon Mayorga
331 Madeira Ave #10
Coral Gables, FL 33134

002473

March 6, 2000

U S Air Force
Homestead SEIS
AFBC/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

Dear Comments Review Team.

I am writing to express my opposition to the Air Force's plan to transfer the former Homestead Air Reserve Base to Dade County, FL for development into a major international airport. As the Air Force's recently completed Supplemental Environmental Impact Statement and other studies concerning the Homestead project show, this airport would have devastating consequences for adjacent Everglades and Biscayne national parks. The Air Force study also concludes that alternatives to the airport, such as developing the site for mixed commercial and residential use, would have significantly less harmful consequences. The Everglades, Biscayne Bay, and the Florida Keys are unique and treasured parts of America's natural history far too important to be sacrificed for an airport. The Air Force should follow the advice of Interior Secretary Babbitt and EPA Administrator Browner and the wishes of many, many Americans and abandon this airport development plan. The following facts, taken from the SEIS are evidence that redevelopment of the Air Reserve Base should include a mixed-use development and NOT a commercial airport.

The Proposed Airport Miami-Dade County wants to build in Homestead is just 2 miles from Biscayne National Park and 10 miles from Everglades National Park. At capacity, the airport would bring 231,000 flights a year, that's about one operation (plane departure or arrival) a minute. Because of conflicts with MIA's airspace to the north, planes must be routed over the national parks and the Florida Keys National Marine Sanctuary and remain at lower altitudes longer than might otherwise be the case. Biscayne National Park will be particularly hard hit by noise impact because of its proximity to the planned international commercial airport. For example, there will be an estimated 105 flights a day, most at altitudes between 2000 and 4000 feet, over the Biscayne National Park Visitors Center. This will potentially have a detrimental impact on visitors to the Biscayne and Everglades National Park

The proposed airport will increase nutrient pollution into Biscayne Bay even though the Bay - a classified Outstanding Florida Water -- is already showing the ill effects of the current level of such pollution.

While polluted surface water discharges will increase, relatively clean groundwater flows to Biscayne Bay will decrease Groundwater flow to the Bay is already much less than historical levels and is expected to continue to decrease as a result of development generally and restoration efforts intended to decrease drainage out of the Everglades

Page 2 March 6, 2000

The airport will increase near shore deposition of air-borne nitrates by 54 times

The airport will significantly increase inputs into the Bay both of the hazardous air pollutant polycyclic aromatic hydrocarbons (PAHs), which is unregulated in aircraft emissions, and of ammonia, which is toxic to marine life.

The proposed airport will increase local air pollution, resulting in the daily emissions of 7 tons of toxic air pollutants, like nitrogen oxides and volatile organic compounds. Nitrogen Oxide levels are estimated to increase 48 times in Biscayne National Park and 45 times in Everglades National Park.

Development associated with the airport will result in the development of thousands of acres of agricultural land and wildlife habitat. Peripheral development impacts, from the development of access roads to the increased congestion of commuter traffic, will adversely effect this area. A mixed-use redevelopment plan is the only smart choice for this Air Force Base. It will provide the residents of Homestead a stronger, more stratified, economic alternative and ensure that the two National Parks on either side of the Air Reserve Base will continue to be protected.

Thank you for considering my comments.

Sincerely,

Shannon Mayorga

002475

March 6, 2000

Dear Comments Review Team,

I am writing to express my opposition to the Air Force's plan to transfer former Homestead Air Reserve Base to Dade County, FL, for development into a major international airport. The impact on the adjacent Everglades and Biscayne National Parks would be devastating. The Everglades, Biscayne Bay and the Florida Keys are fragile ecosystems that should not be sacrificed for an airport.

As a frequent visitor to the parks, I would be extremely disturbed by the potential noise pollution. Moreover, I concerned about air and water pollution. For these reasons, an international airport would have devastating effects.

The airport development plan should be abandoned and alternatives to the airport, such as development for mixed commercial and residencial use should be favorably considered. Mixed use development would have significantly less harmful consequences. As a result, the two National Parks on either side of the Air Reserve Base will continue to be protected.

Thank You for Considering my Comments,

002476

Homestead Draft SEIS
AFBCA/PA
1700 N.Moore Street, Suite 2300
Arlington, VA 22209-2802

To Whom It May Concern:

I am writing this letter to inform you of my oppostion to the development of a commercial airport at Homestead Air Reserve Base. Although government officials in Miami-Dade County would like this development, they are not speaking for all the people. Development of such an airport would cause harm to the environment. The pollution to plant and animal life would be costly for all living things. Not only would land and animals be in danger, but human life would have to be exposed to noise pollution. Why?

It is very confusing to me when I hear the government officials tell of needed money to restore The Everglades. How can there be such concern and in turn want to destroy this precious land? After Hurricane Andrew, the government restored Biscayne National Park. Why do this when it will be destroyed again by a commercial airport? Also, aren't national parks developed to preserve the beauty for people now and in the future? Doesn't anyone see the logic in this?

In conclusion, it seems that money should not be the reason for such development. Homestead has had population growth since Hurricane Andrew. A proper usage of this land can be done without the destruction of the environment. Other proposals have been given for development of this land. Please consider these other plans. Also, give consideration to the ordinary citizen and not the ones who flaunt their power with money.

Sincerely,

002483

March 7, 2000

Homestead SEISAFBCA/EX
1700 North Moore Street
Suite 2300
Arlington VA 22209-2802

Dear Sir or Ma'am,

I am writing to express my opposition to the Air Force's plan to transfer the former Homestead Air Reserve Base to Dade County for development into a major international airport.

As the Air Force's recently completed Supplemental Environmental Impact Statement and as we would gather so, quite intuitively, this airport would have devastating consequences for adjacent Everglades and Biscayne national parks. The Air Force study also concludes that alternatives to the airport, such as developing the site for mixed commercial and residential use, would have significantly less harmful consequences.

The Everglades, Biscayne Bay, and the Florida Keys are unique and treasured parts of America's natural history far too important to be sacrificed for an airport. As indicated by recent congressional efforts, restoring the Everglades and the unique ecology of South Florida to its full pristine condition is a top priority and any further development of the region would only serve to counteract any progress, the legislative body has made.

Please heed the advice of Interior secretary Babbitt and EPA administrator Browner and the wishes of many, many Americans and abandon this airport development plan.

Thank you for considering my comments.

Alexandra Blasi
Brooklyn, NY
(former resident of Coral Gables, FL and Wellington, FL)

002484

3-8-00

To Whom It May Concern--

I am writing to express my opposition to the Air Force's plan to transfer the former Homestead Air Force Reserve Base to Dade County for development into a major international airport

As the Air Force's recently completed Supplemental Environmental Impact Statement and other studies concerning the Homestead project show this airport would have devastating consequences for adjacent Everglades and Biscayne national parks

The Everglades, Biscayne Bay and the Florida Keys are unique and treasured parts of America's national history far too important to be sacrificed for an airport

The Air Force should follow the advice of Interior secretary Babbitt and EPA administrator Browner and the wishes of many, many Americans and abandon this airport development plan

Thank you for considering my comments

Elizabeth Candelora

(please print)

Elizabeth Candelora
3108 Areca Circle
Tampa, FL 33618

002485

March 4, 2000

Homestead Draft SEIS
AFBCA/PA
1700 N. Moore Street, Suite 2300
Arlington, VA 22209-2802

To Whom It May Concern

I seem to be caught in the middle. On one hand, we need more industry in the area which would create more jobs. On the other hand, I have the N I M B Y complex.

I am not opposed to a limited use facility. A major commercial airport in this area would create noise pollution. My community is in the flight paths of these aircraft. As it is now we have reserve base which does not bother me at all. I was stationed at H.A.F.B., after Vietnam, from 1966 to 1967. I have lived in the community since that time. I would prefer a limited cargo facility. It is not a question of of but a question of when the Cuban Communist regieme will crumble. That is when a cargo port would surely be needed.

My other concern is the environmentalist trying to get the land in the area of the base condemned. That is a direct threat to my work. The company that employs me is in that area. Our property borders H.A.F.B. to the south. We grow a variety of landscape material. If the bunny huggers had their way the land value would drop

I am not one to stand in the way of progress, but what progress means to one person could be a serious problem for someone else. I hope you can appreciate my dilemma. The facility, if built, would increase property value, but the added air traffic would be a constant annoyance.

Sincerely

Ernest J. Walters
1380 S. Fieldlark Ln
Homestead, Fl
33035

002486

To whom it may concern,

I am writing to express my opposition to the Air Force's plan to transfer the former Homestead Air Reserve Base to Dade County for development into a major international airport

As the Air Force's recently completed Supplemental Environmental Impact Statement and other studies concerning the Homestead airport project show, this airport would have devastating consequences for adjacent Everglades and Biscayne national parks. The Air Force study also concludes that alternatives to the airport, such as developing the site for mixed commercial and residential use, would have significantly less harmful consequences.

I am a Marine Science/Biology major at University of Miami and a native to Florida and the Everglades holds a special place in my heart as well as an important ecosystem which we all benefit from. The development of this Air Force Base will result in the exposure of unnecessary chemicals and toxins into the environment which will be detrimental to the animals and plants that live in that area. When flooding occurs, animals will seek shelter on the runways and this too will lead to unnecessary deaths. I ask that you consider all factors before you determine the future of the Everglades—a part of the earth that has been here long before you. I strongly oppose your intentions. While I may not be around forever, I'd like to think our planet will be.

The Everglades, Biscayne Bay, and the Florida Keys are unique and treasured parts of America's natural history far too important to be sacrificed for an airport. Please follow my wishes and the wishes of many, many Americans and abandon this airport development plan.

Sincerely,
Brooke Barnes

002487

To whom it may concern, 3/1/00

Writing on behalf of the everglades and the surrounding ecosystems, With the smooth passage into the year 2000, it is time for us to start paying attention to our actions. Thus far, since the industrial revolution, our ~~society~~ the human race has made extreme progress on the destruction of our world. It seems that it has to come to the last possible moment for people to see the affects that their actions are causing, stop those actions, which rarely happens, and then begin to compensate for these actions. Today 90% of environmental work is concentrated on clean-up rather than prevention. This is an outrage. Time is running out. Please don't wait for the last minute to see that our goal can no longer be profit, because it doesn't mean anything if we have no where to sustain life on this planet!

Building an airbase on the everglades would completely backfire in the long run. ~~The~~ Instead we should be putting efforts into conserving and learning from these places. The natural environment has a lot to offer, in the way that it sustains life. We have far surpassed our sustainable yeild. We need to shift our focuses now. Please don't

let greed take our lives.

Thank You for Listening,

Bethany Sai Charlotte Alma
(advocate of sustaining life on earth)

P.S. please send me information:
1219 W. Greenleaf, Apt. 101
Chicago, IL 60626

002493

RICHARD G. ELLIOTT, JR.
22 TAMARIND LANE
OCEAN REEF CLUB
KEY LARGO, FL 33037

MARCH 2, 2000

HOMESTEAD SEIS, AFBCA/EX
1700 NORTH MONROE STREET, SUITE 2300
ARLINGTON, VA 22209-2802

GENTLEMEN

AS A RESIDENT OF KEY LARGO, FLORIDA, I STRONGLY OPPOSE TURNING THE HOMESTEAD AIR RESERVE BASE INTO A MAJOR COMMERCIAL AIRPORT. THE PROPERTY SHOULD BE USED FOR OTHER PURPOSES WHICH WOULD HAVE LESS IMPACT UPON THE ENVIRONMENT.

THE KEY LARGO AREA IS PARTICULARLY BEAUTIFUL. THE SKIES ARE CLEAR, AND THE AIR IS CLEAN. TO HAVE A MAJOR COMMERCIAL AIRPORT IN THE AREA WOULD DO SERIOUS DAMAGE TO MY QUALITY OF LIFE AND THE QUALITY OF LIFE OF MY FAMILY, AND THOUSANDS OF OTHERS.

PLEASE REGISTER MY STRONG OPPOSITION TO ANY PLAN THAT WOULD TURN THE BASE INTO A COMMERCIAL AIRPORT.

VERY TRULY YOURS,

RICHARD G. ELLIOTT, JR.

RGEJR:KRR

CC: THE HONORABLE AL GORE
VICE PRESIDENT
THE WHITE HOUSE
1600 PENNSYLVANIA AVENUE
WASHINGTON, DC 20503

THE HONORABLE WILLIAM S. COHEN
DEFENSE SECRETARY
1000 DEFENSE PENTAGON
WASHINGTON, DC 20301

THE HONORABLE BRUCE BABBITT
INTERIOR SECRETARY
1849 C STREET, N.W.
WASHINGTON, DC 20240

RLF1-2:25692-1

002507

COLLIER RESOURCES COMPANY

2600 GOLDEN GATE PKWY., SUITE 112, NAPLES, FL 34105-3227 ◆ TEL (941) 262-0900 ◆ FAX (941) 262-7378

March 3, 2000

Doug Heady
Office of General Council
Department of the Air Force
SAF/GCN
1740 Air Force Pentagon
Washington, DC 20330-1740

Dear Mr. Heady,

Enclosed please find the Collier/Hoover Plan for a Mixed-Use Alternative Redevelopment for Homestead Air Force Base. The plan has been developed and is submitted as a joint effort by the Collier Resources Company and the Hoover Environmental Group. It combines and consolidates the Master Plan principles, concepts and build-out facilities of the two previous individual SEIS submissions.

The Collier Resources Company and the Hoover Environmental Group firmly believe that our proposal for an alternative mixed-use development is a strong and viable plan that addresses both economic development and environmental protection. The result of the Collier/Hoover development will provide an economic engine for South Miami Dade County, creating jobs and stimulating the local economy while preserving the environmental quality if the surrounding national parks, sanctuaries and natural resources.

We have worked closely together to integrate the best elements and master plan designs of our individual SEIS submissions, resulting in a plan that integrates the strengths and business opportunities offered by each partner.

We look forward to resubmitting to you in the next few weeks our additional SEIS documentation.

Sincerely,

Robert D. Duncan, Jr.
Collier Resources Company

Lacey Hoover Chase
Hoover Environmental Group

002508

March 5, 2000

Ms. Shirley Curry
AFBCA External Affairs
1700 N. Moore Street
Suite 2300
Arlington, VA 22209-2802

Subject: Draft Supplemental Environmental Impact Statement – Disposal of Portions of the Former Homestead Air Force Base, Florida

Dear Ms. Curry

Enclosed are my comments on the Draft SEIS for the disposal of Homestead Air Base. I live about four miles directly west of the air base.

The Draft SEIS is based on erroneous assumptions about the proposed action (conversion to a commercial airport). This causes it to be flawed in its employment projections for the proposed action. The employment projections are vitally important because most of the local political and grass roots support for the proposed action is based on the belief that the jobs created by the proposed action would be significantly more than the jobs created by the alternatives. Further the ultimate decision regarding the disposition of the property will take into account the economic impact as well as the environmental impact. If the Draft SEIS miscalcies the economic impact, that decision would be made based on false information. This decision will impact life in south Dade for the foreseeable future. It must be made based on accurate information about the benefits and consequences of both the proposed action and the alternatives.

In order to assess the environmental impact of any proposal, the future must be predicted. In this case, the environmental impact depends on, among other things, the air traffic and employment created by the proposed airport. Because of the difficulties of predicting the growth of the airport, for the purpose of assessing the environmental impact, optimistic assumptions were made about the level of air traffic. The Airport Planning Data Technical Report in Appendix 1 of the SEIS states on page 2-7 "Therefore, because it is difficult to judge the potential of a new airport, optimistic air traffic forecasts were developed for Homestead Airport, so as to ensure that potential environmental impacts are not underestimated." From an environmental standpoint this makes sense because more air traffic is worse for the environment. However, from an economic standpoint the optimism leads to unrealistic employment projections. The major airlines at Miami International Airport have publicly stated they will not relocate to or use the proposed Homestead Airport. This is quite understandable because they all have substantial capital invested in their facilities at MIA and they have no financial incentive to relocate to a new airport. Further, the passenger and cargo activities of all the airlines now at MIA are so intertwined with connections to each others' flights, baggage and cargo transfers, that relocation would be very costly. The reality is that any airline activity at the proposed Homestead Airport would be activity new to the Miami-Dade County area, not activity relocated from MIA. This means that any commercial flight activity (and resulting employment) at the proposed Homestead Airport would have to await market forces which cause the development of new airlines or airlines new to Miami-Dade County. This introduces large uncertainties into any economic projections about the proposed Homestead Airport and increasing uncertainties into derivative projections such as employment, with the magnitude of the uncertainties growing as the time horizon increases.

Table 4.1-1 of the Draft SEIS shows the employment projections for the proposed action and for the alternatives for the years 2000, 2005, and 2015, and for full buildout. For example, the employment projections for the mixed use alternative for the year 2005 are 3,726-7,023 jobs. 7,023 is 88% higher than 3,726, implying great uncertainty in those numbers. The employment projection for the proposed action for the year 2005 is 4,527 jobs. The implied complete certainty in this projection is at great odds with the uncertain words in the Airport Planning Data Technical Report. The employment projections in the Draft SEIS for the proposed action should be revised to reflect not the consequences of the optimistic traffic projections of the Airport Planning Data Technical Report but the most realistic scenario for the proposed airport. In view of the reluctance of the MIA airlines to relocate, the most realistic projection for the proposed Homestead Airport is little or no growth in the foreseeable future. If there is no most realistic scenario, then the economic projections should reflect the range of possible numbers from the most optimistic to the most pessimistic.

The Draft SEIS must be revised to reflect realistic employment projections for the proposed action instead of the optimistic projections discussed above so the decision makers can be far better able to judge the actual economic impact of the different alternatives and to make their decision based on what really would be best for the citizens of Miami-Dade County as well as for the environment.

Sincerely,,

Donald W. Jones
15500 SW 280 Street
Homestead, Florida 33032

002509

March 5, 2000

Homestead SEIS
AFBCA/ EX
1700 N. Moore St
Suite 2300
Arlington, VA 22209-2802

Dear Sir/Madam,

Regarding the Draft SEIS For the Disposal of the Homestead Air Force Base

I attended the public hearing on February 1, 2000, at South Dade High School. Miami-Dade County is extremely large. It is important to note that this hearing was the only one held in the area which will be most directly effected by the development of the Homestead Air Base site. The first ninety minutes of the hearing were consumed by a carefully orchestrated group of elected officials, most of whom do not reside near the airbase. They will not be forced to directly suffer the negative impact that we who actually live near the base will have to endure on a daily basis should this property be developed into a reliever airport. Had you required each speaker to state their address, as is the normal practice in Miami-Dade County at public hearings, I believe you would have had a clearer picture what was going on.

According to the Draft SEIS, Homestead has approximately 16,000 residents and Florida City 6,000. The Draft SEIS recognizes these two tiny municipalities but it fails to recognize the portion of unincorporated Miami-Dade County that covers much more land area and contains many more people who will, in most cases, be more directly effected by what ultimately happens at the former air base.

I am the Vice-Chair of the Miami-Dade Community Council 14, the Redland Community Council. I am enclosing a map of my Community Council's area for your reference as Attachment "A". Area 14 contains well over 100 square miles and has in excess of 98,000 registered voters. It was very upsetting and something is very wrong when an elected official, representing the very area where the hearing took place, is not afforded the opportunity to speak along with all of the elected officials from other areas. I filled out your card, I identified myself on the card and requested to speak. I waited three hours and was not called on.

Things are different in extreme south Dade. You heard one politician after another, starting with the Mayor of Miami-Dade County, tell you that Miami-Dade County must have the land in question for a reliever airport. Frequently, County Hall does not accurately reflect the citizens of south Dade. We have received so very little from the county over the years. In many ways we are treated like unloved step-children. Some of our own government officials proclaim to you that the county must have the reliever airport regardless of what it does to our quality of life. Please listen to County Commissioner Sorenson. She represents our area and is really in touch with the people here.

I respectfully request that you approve the Collier-Hoover Plan. Jobs are critically important to this area. But I believe that the people of this area have been misled rather deliberately by the local politicians who have their own agendas. The Draft SEIS, in a commendable effort not to underestimate the potential environmental impact of a reliever airport, has inadvertently inflated the potential usage of that reliever airport and therefore overstated it's ability to provide the jobs desperately needed in south Dade. History shows that reliever airports are rarely successful.

When the airport fails or fails to live up to the lofty projections there is no going back. The damage is done.

The Collier-Hoover plan, which includes a world class aquarium, would not only provide jobs for local residents but would serve as a focal point for the development of a healthy local tourist economy. I remember when Miami-Dade County made it so difficult to develop the old Interama site as a tourist attraction that Walt Disney chose Orlando instead. Dade County suffered for years trying to recoup the loss. The political powers at the time did not have the vision to see what could be. The same problem exists today. Miami-Dade Government seems to have a very limited agenda and does not always know or care what is best for all of its citizens. Miami-Dade currently has a very active tourist industry focusing on adults. South Dade receives only marginal benefits. The County government says that it encourages the promotion of agri-tourism and eco-tourism when it is convenient to their arguments but suddenly these things are not important. What better place than south Dade between two of the most unique and important national parks in the country to develop an environmentally friendly tourist attraction. Several years ago I attended the mayor's Economic Conference to discuss south Dade issues. The idea of promoting south Dade as the tourist destination of choice for families with children came up. It was quickly slapped down by the moderator who insisted that that would send a negative message about the other tourist areas of the county. We are a family oriented community and proud of it. There is nothing wrong with promoting south Dade as such.

South Florida today is in many ways a very harsh place to live. The most overwhelmingly unique and wonderful things that make life worthwhile here are the people, the climate, and the environment. With Biscayne National Park to the east and Everglades National Park to the west, we in south Dade literally live at the edge of paradise. I believe that the Collier-Hover plan will bring the most immediate and long term benefit to the people of this community. Jobs will be created, new businesses and new residents will find homes and a badly needed focal point for south Dade tourism will be created.

Sincerely,

Jacqueline V. Pepper
15500 SW 280 Street
Miami, Florida 33032

HULK HOGAN

002510

Mar 1, 00

To the US Airforce:

I've been raised in Florida my whole life The Everglades are what make Florida tick It all stems from there, brother!

My wife is an animal activist and we believe destroying this habitat would be destroying the food chain which would put Floridas wild life in severe jeapardy. I would personally have to speak out publicly against this. If you could see how precious this land really is, you'd find another way to go. Sincerly, "Hollywood" Hulk Hogan

130 Willadet Drive
Belleair, Florida 33756
FAX/727-463-4930

002511

3-8-00

To Whom It May Concern,

I am a 6th grade Science teacher at Westview Middle School, and I am educating my students about the expansion of the Homestead Airforce Base. We belive that it will have detrimental effects upon our environment and that of the everglades. Please send someone to speak to our class about this subject as soon as possible.

Thank You,

Ms Victoria Schwenwesner

Westview Middle School
1901 NW 127th St
Miami, FL 33167
(305) 681-6647

002512

Dear, President Clinton

My name is RICHARD COFFIGNY and I am in 6th grade at Westview M.S in Miami, Florida. We have been learning about the expanion of the Homested Air Fose Base in our Science Class. We belive that this expansion will cause a nucler explsion and can be harmful to the enviroment and towards the Everglades. Please contact our school A.S.A.P.

THANK YOU,

Sincerely: Richard Coffigny

002514

Florida Department of Transportation

JEB BUSH
GOVERNOR

605 Suwannee Street
Tallahassee, Florida 32399-0450
Aviation Office

THOMAS F. BARRY, JR.
SECRETARY

March 15, 2000

Ms Teri Cahow
Homestead SEIS
AFBCA/EX
1700 North Moore Street, Suite 2300
Arlington, Virginia 22209-2802

Dear Ms. Cahow:

Subject: Draft Supplemental Environmental Impact Statement (DSEIS) for the Former Homestead Air Force Base, Florida

We are aware that you are preparing the final supplemental environmental impact statement record of decision for the conveyance and future use of Homestead Air Reserve Base. The Florida Department of Transportation recommends a decision that will be favorable to preserving aviation capacity in south Florida.

Miami International Airport is the only commercial service airport in the Miami-Dade County area. Over the last decade, both the Florida Department of Transportation and Miami-Dade County have performed extensive analyses that identify the need for additional air carrier airport capacity in south Florida in the 2010 to 2015 time frame. We support the Miami-Dade County Aviation Department's proposal to reuse Homestead Air Reserve Base as a commercial service airport.

Homestead Air Reserve Base would be a valuable asset to south Florida air transportation. It is capable of supporting an annual service volume of 180,000 operations in its current configuration. This is a critical air transportation capacity that Miami International Airport will not be able to supply in the future due to lack of developable land in the vicinity of the airport.

Thank you for your consideration of this recommendation.

Sincerely,

William J. Ashbaker, P.E.
State Aviation Manager

cc: Sunil Harman, Miami-Dade County Aviation Department
Rene Rodriquez, District 6 Public Transportation Manager

www.dot.state.fl.us

RECYCLED PAPER

Perrine Cutler Ridge COUNCIL Inc.
INVESTING FOR THE FUTURE

002615

PERRINE-CUTLER RIDGE COUNCIL, INC.
RESOLUTION

Resolution to Support the Miami-Dade County Plan for Redevelopment of Homestead Air Force Base

WHEREAS, the Perrine-Cutler Ridge Council, Inc., an economic development council in South Miami-Dade County, is a non-profit private organization whose main function is the expansion, retention and recruitment of businesses and jobs and maintaining the quality of life for the residents in the area; and

WHEREAS, the development of the Homestead Air Force Base Parcel will have a significant impact on the Perrine-Cutler Ridge area and South Miami-Dade County; and

WHEREAS, the Homestead Air Force Base site has historically been earmarked for a commercial airport due to the space limitations at Miami International Airport, and

WHEREAS, the Council reviewed the Collier/Hoover Plan and the Homestead Air Force Base Development, Inc. Plan for development of the parcel, and

WHEREAS, Miami-Dade County approved the Homestead Air Force Base Development, Inc. plan for development of the site in 1995,

NOW, THEREFORE BE IT RESOLVED that the Perrine-Cutler Ridge Council, Inc. resolves to support the Miami-Dade County plan for redevelopment of Homestead Air Force Base.

PASSED AND ADOPTED BY A POLLING OF THE BOARD THIS 18TH DAY OF FEBRUARY, 2000.

Tom M. David, Chairman

Carla Bernabel Talarico, Executive Director/CEO

900 Perrine Avenue • Perrine, FL 33157 • (305) 378-9470 • Fax (305) 254-0805
Toll Free: (800) 948-8062 • E-Mail: perrine@pcrc.com • Website: www.pcrc.com

002616

Ocean Watch Foundation
P.O. Box 462 Ft.Lauderdale, FL 33302

March 15, 2000

President William J. Clinton
White House
1600 Pennsylvania Avenue
Washington, DC 20500

Dear President Clinton,

I am writing to express my opposition to the Air Force's plan to transfer the Summer Homestead Air Reserve Base to Dade County for development into a major international airport, and to ask you to stop this plan from going forward

As the Air Force's recently completed Supplemental Environmental Impact Statement and other studies concerning the Homestead Airport project show, this airport would have devastating consequences for adjacent Everglades and Biscayne National Parks. We cannot accept that our national parks should be used as dumping grounds for aircraft noise and other toxins. We cannot accept your support for the transfer of federal property to enhance industrial development at the edge of our national parks that will inevitably lead to secondary impacts like suburban sprawl.

The Air Force study also concludes that there is a realistic alternative to the airport, such as developing the site for mixed commercial and residential use, that would create nearly as many jobs and would have significantly less harmful environmental consequences

The Everglades, Biscayne Bay, and the Florida Keys are unique and vital parts of America's natural history far too important to be sacrificed for an airport. I believe there are places where the natural quiet of the world must be preserved; the Organic Act promotes values like quiet

Please instruct the Air Force to follow the advice of Interior Secretary Babbitt and EPA Administrator Browner, and follow my wishes and the wishes of most Americans who treasure their national parks. Abandon this airport development plan.

Our organization, Ocean Watch Foundation, Inc. is a 501-C-3 nonprofit, grassroots, volunteer organization dedicated to the preservation and protection of the local coral reef ecosystems in Southeast Florida. We have over 1,000 members and are involved in several waterway, shore & reef cleanups throughout the year as well as participation in the monitoring of coral reefs & the sewage buoy system in Broward County and developing educational programs.

Thank you for your consideration of our comments.

Sincerely,

Lisa Wetherington
Executive Director
Ph 954-467-1366
Email info@oceanwatch.org
Website www.oceanwatch.org

Preserve Protect Educate

Ocean Watch Foundation is a 501(c)-3 non-profit organization registered with the State of Florida

002617

Homestead Draft SEIS
AFBCA/PA
1700 N Moore Street, Suite 2300
Arlington, VA 2209-2802

To Whom It May Concern:

I am writing to you concerning the preservation of the beauty of Homestead and our peaceful way of life. Therefore, my family and I do not want to have a commercial cargo airport in our backyard The first reason is that the property value will plummet because of the increased noise and air pollution. We have three children including a newborn baby and we don't want her awakened by the sounds of jet planes soaring overhead. The second reason is our children go to Air Base Elementary is close proximity to the airport, the noise and pollution will disturb their learning environment. Last, In conclusion, we hope that you will take this information under advisement and vote "no" for the Homestead Airport and "yes" for the residents of Homestead who live here everyday.

Sincerely,

Cheryl & Eitan Spiner

Eitan and Cheryl Spiner

002622

FLORIDA BIODIVERSITY PROJECT
P.O. Box 220615 HOLLYWOOD, FL 33022 (954) 922-5828

March 5, 2000

Department of the Air Force
Homestead SEIS, AFBCA/EX
1700 N. Monroe St. Suite 700
Arlington, VA 22209-2802

RE: Comments on the Draft Supplemental Environmental Impact Statement (DSEIS) on the Disposal of Portions of the Former Homestead Air Force Base, Florida

Dear Sir:

The Florida Biodiversity Project (FBP) submits the following comments on the DSEIS for the Disposal of Portions of the Former Homestead Air Force Base (HAFB), Florida. This comment letter supplements the scoping comments that FBP submitted on April 27, 1998. The DSEIS is the latest chapter of inadequate agency environmental review and political expediency. For the reasons discussed below FBP finds the proposed action -- the development of a major commercial airport between two National Parks to be completely unacceptable.

First, there are several substantive issues involving the failure to comply with the National Environmental Policy Act (NEPA) and the Endangered Species Act (ESA).

Second, the commercial airport is unacceptable because: 1) it is incompatible with South Florida ecosystem restoration; 2) it is incompatible with the establishment, purposes, and values of Biscayne and Everglades National Parks; 3) it would result in unacceptable impacts to the air, water, and biological resources; 4) it would not provide adequate compensation to the American taxpayers for the base; and 5) would not be consistent with the goal of the DSEIS.

The FBP recommends a Mixed Use alternative such as the Hoover/Collier proposal because it is the only alternative that would be consistent with the goal of the DSEIS "to transfer property at former Homestead Air Force Base in a manner that supports local plans for economic revitalization of South Florida and protects Biscayne Bay and the national parks." DSEIS Summary at i (emphasis added). It is important to note that the Air Force and FAA goal does not include maximization of economic revitalization nor development of a commercial airport.

I. **Background**

To put this controversial issue in properly context it is necessary to discuss the fragile environment of South

Florida and the political history of trying to site commercial airports in environmentally sensitive areas.

South Florida is one of the most biologically diverse areas in North America. Most of south Florida was once a vast flat wetland that supported an exceptionally diverse mosaic of biological communities and species. Some of these species are endemic and therefore occur nowhere else on earth. For example, Big Cypress has over 1600 plant species alone including many rare orchid species. Largely due to early drainage efforts and the construction of the Central and South Florida Project which provided large-scale drainage and flood control, approximately half of the native south Florida ecosystem has been destroyed by the resulting agricultural and urban development. In an effort to protect the remaining ecosystem from development, the federal government made substantial commitments and designated large protected reserves such as Everglades and Biscayne National Parks, Big Cypress National Preserve, Crocodile and Loxahatchee National Wildlife Refuges, and the Florida Keys National Marine Sanctuary. In addition, the state of Florida designated John Pennekamp Coral Reef State Park and the remaining northern Everglades as protected Water Conservation Areas.

Even these substantial reserves are insufficient to protect the ecological integrity of the South Florida ecosystem. Over 600 species are now considered either rare or imperiled in South Florida of which 68 are federally listed as threatened or endangered with extinction. South Florida Multi-Species Recovery Plan at ix.

In 1993 to further address the continuing ecological decline of south Florida, the federal government signed an interagency agreement to restore the South Florida Ecosystem. A major goal of the restoration initiative is to ensure that any development plans are compatible with the restoration of the South Florida Ecosystem.

The Proposed Action - to develop a major commercial airport with 2 miles of Biscayne National Park and within 10 miles of Everglades National Park is one more in a long series of actions to develop a commercial airport in or near environmentally sensitive lands. The largest proposed airport, in the Big Cypress Swamp, was defeated in the late 1960's along with several other proposed airports in or near the Everglades Water Conservation Areas. All these previous proposals were justified on flawed projections of over-capacity at Miami International Airport and could not be justified legally, economically, or environmentally.

The current proposed commercial airport at Homestead follows this familiar pattern. The proposed commercial airport is viewed as so onerous that the Department of Interior, the Environmental Protection Agency, environmental organizations, and major state newspapers have all expressed their strong opposition. Additionally, many regional residential and agricultural property owners are opposed to the airport because of increased noise, pollution, anticipated secondary sprawl type development, and lower property values.

II. **Purpose and Need for the Action**

A. The DSEIS does not support the need for the proposed action - a commercial airport.

While the Air Force has an obligation to transfer HAFB under the Defense Base Closure and Realignment Act, the FBP questions the purpose and need for the proposed action -- a major commercial airport between two national parks. As discussed above, since the 1960's the public has been misled by local politicians and developers that Miami International Airport would be seriously over capacity - yet these projections have been flawed and failed to adequately consider other factors such as expansion of

existing facilities and available regional airport capacity.

Section 4(f) of the Transportation Act requires that there exist no reasonable or prudent alternative to any proposed use of the national parks, such as by noise from overflights. As the proposed commercial airport at HAFB will almost certainly in fact adversely affect the adjacent national parks, the FAA should study whether there are alternative sites -- such as Opa-Locka Airport -- for Miami-Dade County's next reliever airport.

B. Alternate sites are available for a commercial airport.

It is FBP's understanding that Miami-Dade County has already given preliminary approval for reliever cargo operations at Opa-Locka Airport. Opa-Locka Airport is located in more environmentally acceptable area and is also more centrally located to tri-county region.

Opa-Locka Airport would also provide jobs to an area more economically depressed than Homestead. Opa-Locka Airport has lost more than $2 million each year since 1996. Opa-Locka is within Miami-Dade's enterprise zone and

developable land is located within the empowerment zone which gives businesses financial incentives.

Additional capacity can be realized by dividing operations between existing South Florida airports that include Miami Int'l, Opa-Locka, Hollywood-Ft. Lauderdale Int'l, and Palm Beach Int'l. Airports are generally under-utilized during nighttime hours and therefore could likely accommodate additional flights.

III. Alternatives

A. The DSEIS proposed alternative illegally segments the analysis to one runway.

NEPA regulations require that in determining the scope of an EIS, the agency actions under consideration may be "connected" if they are "closely related and therefore should be discussed in the same impact statement." 40 C.F.R. § 1508.25 (a)(1). A second runway has received preliminary approval by the FAA. At some point in time, HABDI intends to address the issue of a second runway. It only makes sense, especially when it comes to endangered species such as the Cape Sable seaside sparrow, West Indian Manatee, American Crocodile, and a plethora of other listed species, that potential airport impacts should be addressed comprehensively now and not when the dye has been cast.

As already noted, there is little or no way to limit airport operations once HAFB is transferred to the County and begins commercial operations. Operational levels are apparently dictated by demand and safety considerations, and not by environmental considerations or even the municipal owner (were Miami-Dade County inclined to do so). Therefore, to comply with NEPA the DSEIS must consider maximum operations of a two-runway airport, as such a level of operations is the primary goal of HABDI and Miami-Dade County.

In direct violation of the requirement the proposed action analyzes only one runway. The DSEIS states on 3.14-15 that a second SEIS will be issued if a second runway is requested.

The proposed action illegally limits the analysis to one runway when clearly HABDI and Miami-Dade County have expressed the intent to expand the airport. Miami-Dade County has sought and received conceptual approval from the FAA for two runways. The Air force and FAA fail to understand that the DSEIS is the proper instrument to analyze these effects now, not when the airport has already been approved and local political pressures will likely be even greater.

IV. Environmental Consequences

A. The proposed action is incompatible with South Florida Ecosystem restoration.

The FBP is concerned that secondary and cumulative impacts of the commercial airport would result in rapid growth and sprawl compromising the goals of the South Florida Ecosystem initiative. The South Florida Ecosystem restoration intiative was established in 1993 with the following major objectives:

1. Restore and maintain the biodiversity of native plants and animals.
2. Recover threatened and endangered species.
3. Ensure that any development plans are compatible with South Florida Ecosystem restoration.
4. Manage the hydrology in a way that maximizes ecosystem restoration goals.
5. Manage the hydrological conditions in the remaining undeveloped and potentially restorable lands in a way that maximizes natural processes.
6. Restore and sustain healthy ecosystem conditions in adjacent estuaries and coastal waters.

7. Maintain the health and biodiversity of the coral reef ecosystem.

Resulting development could mean the loss of 20-30,000 acres surrounding the airport, including 800 acres of farmland. Additionally, the airport could: 1) compromise the implementation of a buffer zone between HAFB and Biscayne National Park; 2) compromise future government efforts to acquire environmentally sensitive lands; and 3) compromise the implementation of the Biscayne Wetlands component included in the Corp's Restudy to restore sheetflow and reduce point source pollution into Biscayne Bay. The implementation of a scientifically determined buffer zone between HARB and Biscayne NP is essential to protect the park and implement the goals and objectives of south Florida ecosystem restoration.

The FBP is concerned at the conflict of existing restoration goals (i.e. increasing bird populations) and the massive increase in aircraft operations of the Proposed Action. In order to reduce the risk of bird strikes the FAA warns airport officials to avoid nearby garbage dumps, wetlands, and stormwater treatment ponds. Yet these are the precise conditions that exist near HAFB or will be built in the future under the Proposed Action. If an objective

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decision was made on regional airport siting -- free of local political pressure --HAFB would be one of last locations on this list.

The area around HAFB is conducive to supporting bird populations. DSEIS at 4.4-6. Attractive bird habitat exists at Biscayne NP, Miami-Dade County's land fill and adjacent wetlands. Additionally, the proposed action seeks to build a storm water treatment facility to clean runoff from the airport. Finally, one the major objectives of South Florida ecosystem restoration initiative is to recover bird populations. "The L-31E Flowway Redistribution Project and the county's proposed stormwater treatment and distribution area would result in an expansion of wetlands east of the former base. These wetlands could begin approximately 1 mile east of the runway and would be expected to create habitat highly conducive to attracting waterfowl and wading birds." DSEIS at 4.4-8 (emphasis added).

B. The Proposed Alternative is incompatible with the establishment and values of Biscayne and Everglades National Parks.

When Congress established both the National Park Service and Biscayne and Everglades National Parks it made very

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clear that the protection of these natural resources and values were an over-arching priority.

The National Park Service Organic Act (Organic Act) directed the NPS to "promote and regulate the use of the Federal areas known as national parks . . . by such means and measures as conform to the fundamental purpose of the said parks . . . which purpose is to conserve the scenery and the natural and historic objects and the wild life therein and to provide for the enjoyment of the same in such manner and by such means as will leave them unimpaired for the enjoyment of future generations." 16 U.S.C. § 1 (emphasis added).

HAFB is located less than 2 miles from Biscayne National Park and less than 10 miles from Everglades National Park. It is the only proposed commercial airport between two national parks in the United States. Clearly, the development of the commercial airport would violate the Organic Act by severely impacting the scenery and causing "impairment" of park resources including natural quiet.

In addition to the adverse effects of the proposed airport both Biscayne and Everglades National Parks are beset by a host of other adverse secondary and cumulative impacts. Biscayne NP is threatened by toxic and nutrient contamination, external development, marine debris, and

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boating impacts to the fragile reef ecosystem. Biscayne Bay in Biscayne NP is being polluted by an active solid waste landfill and by a former toxic waste dump adjacent to the park. Detection of un-ionized ammonia were 1000 times above recommended levels.

Everglades National Park has been internationally recognized as a World Heritage Site, International Biosphere Reserve, and a Ramsar Convention Wetland of International Importance. Everglades National Park is widely considered to be America's most endangered National Park and has an exceptional concentration of threatened and endangered species. Everglades NP comprises the last subtropical wilderness in the United States with almost 1.3 million acres designated as wilderness by Congress. However, Everglades NP includes only one-fifth of the original Everglades. Nearly half of the Everglades has been already destroyed by urban and agricultural development.

Clearly, both Biscayne and Everglades National Parks would suffer substantial "impairment" and derogation of the values for which they were established. Both these national parks are developing soundscape management plans to protect natural quiet. For example, the results of the Wyle Report clearly illustrate the substantial range and baseline increase in noise levels, to say nothing of the other

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secondary impacts such as massive secondary sprawl and increased pollution levels.

C. The adverse impacts to air, water, and biological resources are unacceptable.

The DSEIS projects up to 231,000 flights per year which is almost one every two minutes. The direct, secondary, and cumulative impacts of this intense heavy industrial use are unacceptable in this environmentally sensitive area. NEPA requires the analysis of direct impacts, indirect impacts, and cumulative effects. Commercial airports do not exist in isolation. They require extensive infrastructure such as roads, utilities, fuel storage, etc. In general, the DSEIS has superficial analysis of the indirect impacts associated with secondary development of the airport.

1. Air Resources

Airport pollution is not limited to the immediate vicinity of an airport but is shed over an enormous area surrounding the airport. One report determined that airport pollution was spread in a radius of at least 24 miles and from an elevation of 3500 feet to the ground. The DSEIS

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confirms the large scale of air quality impacts - "In this SEIS, the ROI for air quality includes all of Miami-Dade County and those parts of Everglades and Biscayne NPS that would be overflown at altitudes less than 3,000 feet by aircraft arriving at or departing from former Homestead AFB." DSEIS at 3.8-4.

The Proposed Action would increase nearshore deposition of air-borne nitrates by 54 times; and increase inputs into Biscayne Bay of both hazardous air pollutant polycyclic aromatic hydrocarbons (PAHs), which is unregulated in aircraft emissions and of ammonia, toxic to marine life. Air pollution would increase, resulting in the daily emissions of seven tons of toxic air pollutants, like nitrogen oxides and volatile organic compounds. Nitrogen levels in Biscayne NP could increase by 23%. These pollution levels are unacceptable for areas in and around national parks.

2. Water Resources

Last year, the Environmental Protection Agency concluded that the Homestead Air Reserve Bases' storm water discharge canal, which leads into Biscayne Bay, is significantly contaminated with heavy metals and

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radioactive contaminants. Environmental cleanup at the Air Base has already cost taxpayers more than $50 million. Ammonia, nitrates, and nitrites are likely to be transferred to groundwater. DSEIS at 4.10-3. Total runoff is projected to increase by 13 percent over baseline by 2005 and 43 percent by 2015, reflecting the increasing percentage of impervious area and the hydraulic connection to the former golf course by 2015. DSEIS at 4.10-3. The runoff from secondary development would also pick up nutrients and toxic chemicals as it flowed off of the newly developed land, increasing the discharge of nutrients and toxic chemicals to the bay. DSEIS at 4.10-6.

The FBP is concerned that the Proposed Action would generate a potential 14% increase ammonia which is toxic to marine organisms. Biscayne NP already has elevated toxic levels of ammonia entering park waters from adjacent landfills.

3. Biological Resources

Estuarine and Marine Communities. Biscayne NP is the only place in the Florida reef tract where coral reefs are accreting faster than dying off. Coral reefs are believed to be very sensitive to very low nutrient levels and

increased nitrogen deposition from aircraft and secondary development could have serious adverse impacts on the fragile reef ecosystem.

The DSEIS states that petroleum and other constituents typically associated with parking lots and roads (e.g., metals, oils, and PAHs) would increase the contaminant loading in surface water discharged through the canals. Therefore, secondary development can be expected to increase the effects of discharge of contaminated fresh water to the bay. These inputs would continue to contribute to the sediment toxicity of nearshore areas, stress the marine species near the outfalls of Princeton and Mowry canals, and add nutrients that would probably contribute to the reduced density of seagrasses in the nearshore environment. DEIS at 4.11-2.

Wetland and Freshwater Communities. The FBP is concerned with the sprawl effects of secondary development which would cause further habitat loss and degradation. The DSEIS analysis is naïve at best. Historically, administration of the Section 404 program under the Clean Water Act has been developer driven, causing excessive and illegal destruction of wetlands. The FBP believes the DSEIS underestimates the potential loss of wetlands. Extensive infrastructure,

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support facilities, and additional roads and parking lots would likely cause additional wetland losses. A major concern is that this type of secondary sprawl development would compromise the proposed buffer between developed areas and Biscayne NP.

Upland communities. Under the Miami-Dade County high-growth population forecasts, about 20,000 acres of undeveloped land south of Eureka Drive could be converted to residential, commercial, and industrial use by 2015. This would represents about 20 percent of unprotected vacant and agricultural land in the south county. DSEIS at 4.11-7. The Proposed Action's contribution to the increase in development would be about 10 percent. DSEIS at 4.11-7. The FBP has serious concerns that this would compromise the development of an adequate buffer zone between the Miami-Dade UDB and Biscayne NP.

Pine Rocklands. The FBP is concerned about the additional destruction of Pine Rocklands, a globally imperiled biological community. Even if the construction of the airport may preserve most of these areas, the resulting secondary sprawl would cause additional destruction and fragmentation. The FBP believes any additional loss of pine rocklands is unacceptable.

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Listed Species. The FBP is concerned about adverse impacts of the proposed commercial airport on protected species. Considering the exceptional concentration of protected species, the overwhelming historical loss of habitat, and the continued decline of species in the area - the area would be precisely the one to avoid in locating a large-scale heavy industrial site such as a commercial airport.

Section 7(a)(1) of the ESA imposes an affirmative duty on all federal agencies to develop programs for the conservation of each endangered and threatened species. "Conserve" means literally "to use and the use of all methods and procedures which are necessary to bring any endangered or threatened species to the point at which measures provided pursuant to this chapter are no longer necessary." 16 U.S.C. § 1532 (2). Thus it is not acceptable for federal agencies to turn a blind eye to what endangered species need for survival and recovery. Clearly, the proposed action would result in additional loss and degradation of habitat.

Under Section 9 of the ESA, federal agencies have a duty to comply with the Act's prohibition on "takings" 16 U.S.C. § 1538 (A)(1). "Take" has been broadly defined by the ESA. "The term take means to harass, harm, pursue, hunt, shoot,

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kill, trap, capture, or collect, or do engage in such conduct." 16 U.S.C. § 1532 (19) (emphasis added). "Harm" has been broadly defined to include "significant habitat modification or degradation that actually kills or injures wildlife." 50 C.F.R. § 17.3 (emphasis added).

The DSEIS notes an exceptional concentration of protected species with a total of 76 federal or state listed species in the Region of Influence. As discussed above, the South Florida ecosystem contains a total of 68 federally listed endangered or threatened species and another 500 are considered either rare or imperiled. Biscayne National Park contains a total of 13 federally listed species and 50 state listed species. Everglades National Park contains 14 federally listed species.

The principle causes for species decline incline include upland and wetland habitat loss, fragmentation and degradation from urbanization and agriculture, wetland drainage and alteration of hydrology, invasion of exotics, fire suppression, soil subsidence, degradation of water quality, and increased levels of contaminants. Most of these same factors are associated with the Proposed Action.

The FBP is concerned about the possible adverse effects of aircraft noise on animal populations. The present scientific understanding of noise levels on animal

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populations is rudimentary at best. The FBP believes the DSEIS noise level analysis is flawed since Wyle Laboratories found far lower ambient noise levels in both national parks than the FAA methodology. It appears that the FAA noise methodology is more appropriate for urban settings than national parks. The FSEIS should substitute the Wyle methodology instead of the FAA methodology for measuring noise levels in or near the national parks.

Hearing sensitivity is essential for the reproduction and survival of many species. Potential adverse impacts of elevated noise levels include, disturbance, habituation, masking --the loss of survival skills, reduced hearing sensitivity, and reduced research monitoring. The DSEIS states that in general, the long-term effects of aircraft overflights on wildlife are unclear. Reported animal responses vary greatly among species, as well as within species at 26 different stages of their lives, and the ability of species to adapt to overflights also varies (NPS 1995). DSEIS at 4.11-19. Clearly, this would not be consistent with conservation biology, specifically the precautionary principle, which states that if we are not reasonably certain about the effects of a proposed action, then we should be very conservative in our management actions.

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The DSEIS states there is a concern that some of the noise levels generated from the Proposed Action could inhibit birds from receiving sounds from their environment that are important for their survival (masking) such as, for example, territorial vocal displays. There is little information regarding the effects of masking on bird populations including inhibiting territorial males from hearing each other. DSEIS at 4.11-25. The FBP is concerned that increased noise could inhibit Cape Sable seaside sparrow researchers from hearing bird calls during breeding bird surveys and these surveys are an important part of the monitoring program for this species. DSEIS at 4.11-25.

The DSEIS notes that in the rookery study responses were significantly higher in the colony overflown, but it was believed that the responses were not severe. DSEIS at 4.11-22. The DSEIS states that wading birds may flush or be startled, but they are not expected to abandon their nests. In the Greater Everglades breeding wading bird populations have declined by over 90% in the last 40 years, therefore we should not be adding any additional stressors that may hinder recovery efforts of approximating their natural abundance and distribution.

The FBP is also concerned with adverse impacts to the eastern indigo and rim rock crowned snake habitat. There

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are approximately 1,270 acres of freshwater bodies within the UDB in south Miami-Dade County, could be developed or be subject to increased human activity and rendered unusable by wood storks and state-listed wading birds.

Development could also affect potential Florida panther habitat south of the former base. Apparently the panther has been extirpated from the vicinity. Since this species is at extreme risk of extinction due largely to habitat destruction, no further habitat losses should occur.

V. Economics

The alternatives do not adequately compensate the U.S. government for the "disposal" of HAFB.

Only the Hoover/Collier alternative proposes compensation for base. The Proposed Action (HABDI proposal) contains no compensation for the HAFB. Clearly, the federal government should not be giving away valuable property for nothing. The DSEIS does not analyze the "fair market value" of the 1600 acres of the base nor analyze the compensation for each alternative. The Hoover/Collier alternative proposes to swap mineral rights in the SE portion of Big Cypress National Preserve for the base. Unfortunately, this

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is a not fair compensation since that area likely contains no marketable oil and is so close to the border of Everglades National Park that it would never be permitted by the Department of Interior.

The FBP supports the land swap advocated by The Conservancy of SW Florida in which the Colliers would trade seven parcels of environmentally sensitive lands in SW Florida for HAFB. This would provide appropriate compensation and also advance the goals of South Florida Ecosystem restoration.

V. Conclusion

The proposed commercial airport would be the closest airport to a national park in the United States and the only airport between two national parks. First, the major issue is simple: A major commercial airport does not belong near a national park -- much less between two endangered national parks for the reasons discussed above.

Second, the FBP recommends a Mixed Use alternative that incorporates a substantial scientifically defensible buffer zone and maximizes resource protection. The Mixed Use alternative according to the DSEIS has less adverse

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environmental impacts and provides almost the same amount of economic benefits as the proposed action.

Third, the FBP recommends several modifications to the Mixed Use alternative. These include: 1) increased open space and habitat restoration; 2) maximize a scientifically defensible buffer zone between HAFB and Biscayne National Park; 3) the Air Force must demand compensation at fair market value for the base. The Hoover/Collier compensation as discussed above is inadequate.

Finally, the Air Force's and FAA's goal is "to dispose of this surplus property in a manner that supports local government plans for economic revitalization of south Florida and protects Biscayne Bay and the nearby national parks (emphasis added)". The Mixed Use alternative is clearly the only alternative that meets both objectives of this goal.

The FBP requests a copy of the Final SEIS and the Record of Decision (ROD).

Sincerely,

Brian Scherf

Brian Scherf

Boardmember

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TAVERNIER COMMUNITY ASSOCIATION, INC.
P.O. BOX 72 - TAVERNIER, FL 33070 - PHONE: 852-5143 FAX: 852-8152

February 28, 2000

Homestead SEIS, AFBCA/EX
1700 North Moore Street, Suite 2300
Arlington, Virginia 22209-2802

Sirs:

The membership of the Tavernier Community Association voted unanimously, at a February 13, 2000 General Membership Meeting, to request implementation of the Collier-Hoover proposal for the development of Homestead Air Reserve Base. Our foundation of reasoning is as follows:

I. The Collier-Hoover project would provide many wide-ranging, long-term job opportunities and a healthier economic future for the residents of the South Miami-Dade County area.

A. Unlike the commercial airport proposal, training and retraining of job forces for a Collier-Hoover type development would be relatively inexpensive and short term as much of the job force currently residing in the local community is already skilled in work associated with that type development.
B. The vast majority of skilled civilian airbase work force, employed at HAFB, prior to Hurricane Andrew in 1992, left the area long ago to acquire work elsewhere.
C. The range of jobs provided by Collier-Hoover would provide an economically healthier climate for the future of the current South Miami-Dade County resident. The specialized and skilled labor force needed for a commercial airport would more likely encourage the import of job-ready skilled workers, who would be less costly to the industry, from other areas. That circumstance will not improve the condition of current South Miami-Dade County residents.

II. The known and potential environment impacts on South Florida and the Florida Keys could be disastrous. Added to those are the impacts of potentially severe noise pollution and increased commercial traffic congestion on local highways serving the tourist economy.

A. For over half a century taxpayers and legislators have labored together to protect the unique and fragile environment surrounding HARB from precisely the type of development that a commercial airport would bring to the area.
B. Billions of taxpayer dollars have been spent in what was believed to be a national policy dedication to this preservation.
C. Every instance of negative environmental and other pollution and saturation impacts due to inappropriate development at HARB will cost thousands of other members of the South Florida economic community heavy losses in income in the most vital economy of South Florida - tourism. Many South Miami-Dade residents are already heavily dependent on that economy for survival.

1. The localized increase in Homestead/Florida City incomes will not offset severe economic losses in surrounding communities caused by the far-reaching ramifications of a commercial airport.
2. Alternative developmental paths, such as the Collier-Hoover project, can help alleviate the unemployment concerns of South Miami-Dade County while retaining and enhancing the vitality of the surrounding tourist economy.

III. The need for commercial airfields in Miami-Dade County can be met at other sites that are already dedicated to this industry and would not additionally impact either the environmental climate or the potential job market.

A. Opa Locka Airport in Miami is presently greatly underused and could be upgraded for added commercial utilization.
B. Additional runways are supportable at both Miami International Airport and Ft. Lauderdale Airport.

Please consider these concerns in making your determination concerning Homestead Air Reserve Base's redevelopment.

Sincerely,

Alice Allen, President 2000-2001

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THE WASHINGTON ECONOMICS GROUP, INC.

2655 LEJEUNE ROAD, SUITE 608
CORAL GABLES, FLORIDA 33134
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FAX 305-461-3822
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March 7, 2000

Ms. Shirley Curry
AFBCA/EX
1700 N. Moore Street
Suite 2300
Arlington, VA 22209-2802

Dear Ms. Curry:

Please, include the attached analysis to the draft SEIS report.

Thank you.

MariElena A. Villamil
President & CEO

Enclosure (1)

MEV/hmc

COMPARATIVE ECONOMIC ANALYSIS OF ALTERNATIVE PROPOSED USES OF PORTIONS OF THE FORMER HOMESTEAD AIR FORCE BASE, FLORIDA

Comparison of Alternative Proposals

Only two of the various redevelopment proposals or concepts submitted for consideration in the *Supplemental Environmental Impact Statement* (SEIS) remain as credible alternatives for those portions of the former Homestead Air Force Base (HAFB) slated for disposal by the Air Force. The proposal put forth by Miami-Dade County to create a limited-use commercial airport remains as a viable redevelopment option, supported by a proven record of regional growth in market demand for aviation services. Two separate proposals (Collier and Hoover), primarily anchored by residential or hotel development, but containing a variety of other light industrial and commercial uses, were analyzed separately in the SEIS. In public hearings on this issue and in other public statements, the proponents of the Collier Resources Company and the Hoover Environmental Group have suggested that their separate proposals can be combined into one new alternative proposal. The economic impact of this new proposal was not studied in the SEIS, but proponents have subsequently argued that the local economic impact of their combined project is equivalent to the sum of the economic impacts calculated separately. For reasons that will become apparent below, that claim is not supported by rational economic analysis.

The draft SEIS is very clear in the economic impact of each of the redevelopment proposals analyzed by Science Applications International Corporation (SAIC), the report's principal investigators. SAIC analyzed each proposal using a consistent methodology, without considering the market feasibility of each plan. Their study demonstrated that the proposal put forth by Miami-Dade County would yield the largest economic benefits from among the alternatives to both the county at-large and the south county region in particular. By the year 2015 Miami-Dade County's plan would provide employment for approximately 27,600 full-time workers, and 23,200 of those employment positions would be created in the severely economically depressed southern end of the county. These new jobs would be the equivalent of

The Washington Economics Group, Inc 1

3.5 years worth of job growth for the entire county under projections of recent trends, raising Miami-Dade County's employment in 2015 by 18 percent above the figures indicated by present trends. The relative impact would be even more significant for the southern region of the county

The county's proposal for a limited use commercial airport would provide the equivalent of over 17 years worth of job growth for South Dade under present trends, and lift employment 34 percent above what could be expected by 2015 without redevelopment of the site. That is, the jobs created by the county's proposal would nearly double the current number of employment positions found in the area.

It is also evident that the proposed commercial airport would not simply draw from economic activity that would have otherwise been created elsewhere in Miami-Dade County. The SEIS correctly points out that the county's proposal "is based on a recognized civil aviation need in South Florida for additional commercial service capacity" (*Draft SEIS, Summary*, p 18) and further recognizes that other potential sites to locate a commercial airport face overwhelming environmental and safety obstacles. This suggests that the economic impacts estimated for the county's proposal are more likely to represent *net* economic impacts (i.e., not likely to represent a reallocation of activity from one geographic area to another), rather than *gross* economic impacts.

The redevelopment **concept** put forth by Hoover Environmental Group in contrast to the Miami-Dade County proposal is expected to lead to only 14,700 employment positions by 2015, or just a little over one-half the jobs generated in the county proposal. Much of this estimated impact, however, comes from the assumption that the Hoover Plan would result in 105,000 additional out-of-town visitors drawn to Miami-Dade County as a direct result of a proposed aquarium to be located on the site (*SEIS*, p 4.1-8, lines 17-33) The 105,000 annual visitors amount to roughly seven percent of the total projected annual attendance that Hoover forecasts for an aquarium. SAIC does not confirm whether or not this assumption is reasonable or supported by data from similar aquariums in other regions; it treats these attendance projections as an assumption.

The economic impacts estimated under the Hoover plan are very sensitive to the notion of project-induced visitors, because the assumed spending from tourists who would not have otherwise visited South Florida has such a large economic impact In 1998, the typical out-of-town visitor spent $188 per night and the median stay was 6 6 nights (*1998 Visitor Profile and Tourism Impact Report*, Greater Miami Convention and Visitors Bureau, p 36) These figures suggest that 105,000 additional visitors would directly increase local revenues by as much as $130 million, and generate an economic impact of 4,073 jobs. In our estimates, nearly 28 percent of the employment impact in the Hoover concept plan may, therefore, be attributed to the assumption that the aquarium can attract new visitors to Miami-Dade

The notion that tourists would chose to come to South Florida primarily to visit an aquarium is highly speculative in our view. A 1998 survey of overnight visitors in Miami-Dade County found that less than nine percent of either domestic or international tourists mentioned "attractions" or "sporting activities" as features that attracted them to the area. The SEIS, moreover, acknowledges that even if Hoover's out-of-town attendance projection is on target, Hoover may simply draw from tourist who would have visited Miami-Dade for other reasons. That is, aquarium attendance is likely to tap into an already existing overnight visitor market This is the most reasonable scenario in our view. The greater the extent to which Hoover's development simply draws from a pre-existing market of Miami-Dade tourists, the smaller the net economic benefits will be, in comparison to the gross impacts computed in the draft SEIS.

The Collier Resources Company's proposal is mainly oriented toward recreational land uses, with a mix of commercial, industrial and residential uses. The Collier proposal calls for allocating 338 acres, or nearly 50 percent of the requested area, to recreational use. SAIC has estimated that by 2015 the Collier plan, if actually implemented, would yield direct and indirect employment of just over 8,900 jobs. This level of job creation is only about one-third the level of job creation estimated for the Miami-Dade County proposal. The Collier proposal envisions three hotels on the redevelopment site along with an upscale RV park An important question to consider is the extent that such hotels would divert visitors from other hotels in Miami-Dade and especially from those in South Dade.

While the number of overnight visitors to Miami-Dade has grown since 1995, the number staying in South Dade has actually declined since that time. In 1995, just over one million visitors stayed in South Dade, but by 1998 that number had fallen to slightly above 800,000. Miami-Dade visitors staying in South Dade accounted for approximately 10.8 percent of all overnight visitors in 1995, but by 1998 that fraction had fallen to 8.3 percent (*1998 Visitor Profile and Tourism Impact Report*, p 28). The principal factor responsible for this negative trend is the absence of major demand generator for hotel rooms. Hotel properties that are not in close proximity to demand generators must generate their own demand by the strength of their own amenities. These tend to be the resort-type properties.

The development of a resort hotel complex on the former HAFB site raises the issue of business diversion, in that it will directly compete with resort hotels in the upper Florida Keys and those in Miami-Dade. In a comparative evaluation of the economic impact of this proposal, one should consider the reasonable possibility that building additional hotel rooms on subsidized land may represent a serious competitive threat to current properties. The net economic impact will be smaller than the gross impacts calculated in the draft SEIS. The more the Collier development diverts demand from existing properties, the smaller the net economic benefits. The issue of business diversion as a result of the proposed Collier development is also relevant with respect to the proposed RV park.

In the winter months there is certainly a considerable amount of RV traffic on its way down to the Florida Keys, and on a few weekends a year racing events held at the nearby Homestead Motor Speedway do generate demand for space to park recreational vehicles. The existing inventory of hotel rooms in the Homestead/Florida City area, moreover, is in the low-to-moderate price segment of the market, and RVs often stay overnight at existing hotel/motel properties. A new RV park with amenities may significantly cut into the revenues of existing hotel/motel properties, and thereby reduce the net economic impact even within the Homestead/Florida City area.

Opponents to the Miami-Dade proposal have suggested in public testimony and news media accounts that the Collier and Hoover plans can be combined into a new, hybrid proposal.

(A combined proposal has not been formally submitted to our knowledge.) The economic impact of such a hybrid proposal is not equal to the sum of the economic impacts previously calculated separately, because the separate proposals envision different land uses on essentially the same surface area. A comparison of the land use plans in the separate Collier and Hoover proposals is provided in Table 1 below. The two plans call for the conveyance of between 672 and 680 acres of land. The Collier proposal requires 338 acres of recreational land uses in order to support the hotel and RV park development (together about 230 acres), but the Hoover plan devotes **no** land area to recreational use and instead allocates almost 500 acres evenly split between residential and industrial uses (234 acres and 264 acres, respectively). The feasibility of hotel development envisioned in the Collier plan is very likely to depend on the recreation acreage since at present there are insufficient demand generators in close proximity (or expected to be developed) to support the planned hotel space. How the land use inconsistencies between the Hoover and Collier plans are ultimately resolved will have a clear bearing on the potential economic impact. The economic multiplier impacts associated with different land uses are not all equal, and, therefore, the ultimate determination of land use in a hybrid redevelopment plan will be a key element in determining its economic impact. (See Table 1 for multipliers.)

Table 1. Land Use Patterns Under Alternative Redevelopment Plans

Land Use	Collier Resources Company		Hoover Environmental Group		Employment
	Acreage	Percent	Acreage	Percent	Multipliers*
Recreation	338	49.71%	0	0.00%	1.56
Commercial	186	27.35%	174	25.89%	1.49
Industrial	111	16.32%	264	39.29%	1.97
Residential	45	6.62%	234	34.82%	1.24
Total	680	100.00%	672	100.00%	

**Computed from direct employment multipliers, U.S.D.C., Bureau of Economic Analysis, RIMS-II Model. Does not include construction impacts*

One should reasonably expect that the land-use pattern in a hybrid Collier-Hoover development would be closer to the one indicated in the original Collier plan, and, hence, the estimated economic impacts should be closer to the Collier plan than to the Hoover plan.

Table 2 presented below summarizes the main socio-economic impacts from each of the previously discussed redevelopment proposals. These economic impacts were computed by the Air Force's independent consultant, SAIC, with the exception of the combined Collier-Hoover plans. The authors of this comparative analysis prepared the estimates of the latter.

Table 2. Comparative Economic Impacts of Alternative Redevelopment Plans

	Miami-Dade	Collier	Hoover	Collier-Hoover*
Employment Impact (jobs)				
Direct Effect	13,187	4,077	6,819	5,174
Indirect Effect	14,359	8,922	7,860	8,497
Total Effect	27,546	12,999	14,679	13,671
Total South Dade	23,191	7,848	15,843	11,046
Household Earnings Impact ($millions)				
Direct Effect	372	117	190	146
Indirect Effect	427	142	235	179
Total Effect	799	259	425	325
Total South Dade	673	228	459	320
Effect on Population and Housing Growth in South Dade				
Population	3,156	1,023	1,682	1,287
Housing Units	3,854	372	612	468

**Prepared by authors. All other estimates from draft SEIS*

Market Feasibility of Alternative Proposals

The Hoover Environmental Group's proposal calls for the development of 264 acres of industrial space, but the demand for industrial space in the southern end of Miami-Dade County has been falling almost steadily since 1992. This trend reflects, in part, the general slow growth (and in some years an actual decline) in manufacturing activity and wholesale trade within

Miami-Dade. More importantly, the decline in demand for industrial space in South Dade reflects the general decline in business activity in the area and the loss of competitiveness in the region's industrial locations.

Since 1990 manufacturing employment in Miami-Dade County has fallen by approximately 16 percent, while employment in wholesale trade has grown by only about five percent. (The Beacon Council, *Miami Business Profile* p 64.) Deposits in commercial bank branches in South Dade are down nearly 20 percent over their 1990 levels. Much of the industrial space that was destroyed by Hurricane Andrew in 1992 was never rebuilt because of a lack of demand.

The industrial space that has been developed within the county over the last 10 years has been located primarily in the area west of Miami-International Airport, and, on a much smaller scale, in the areas surrounding Tamiami and Opalocka Airports. Land prices in West Dade have not yet risen to the point where financial pressure would push industrial development to other parts of the county. The advantages of easy access to highway transportation, a major commercial airport, and a seaport remain strong attractors for industrial space development in West Dade. These market conditions, which are of critical importance to the financial success of industrial space development, are not currently present in South Dade, nor are they likely to emerge under a continuation of present local economic trends. Hoover's proposal to develop industrial space on the HAFB site, therefore, has a low probability of actually being realized.

The Hoover proposal also calls for the development of moderate and high density housing on 234 acres. Yet, the residential housing market in the southern end of the county has not been strong after Hurricane Andrew. The demand for new residential units has suffered from a lack of dynamism in this region's economy, the area's long distance from Miami-Dade's major employment centers and the lack of a critical population density to support residential amenities (e.g., retail and entertainment centers). The Metro-Dade Planning Department estimated that in 1995 there were almost 10,800 housing units in the Homestead area. Using past trends as a guide, one can estimate the present housing stock in the Homestead area at nearly 12,000. The Hoover proposal for residential development would probably place between 800 and 1200 new

units (depending on the mix between moderate and high density development). This is a relatively large number of units to absorb when one considers that under moderate growth assumptions about 3,000 additional units may be built between the year 2000 and 2015.

Similarly the success of the commercial property development in the Hoover plan depends upon the success of the aquarium to draw large numbers of visitors, and the ability to complete the residential development. Providing the land to the Hoover Environmental Group at no cost would allow the residential units to sell and the commercial space to lease at significant price advantages over similar properties in the area, but rather than generating positive net economic benefits to this region of the county, it is more likely that the redevelopment would come at the expense of other similar developments. That is, the plan would most likely shift development from one geographic area to another.

The market feasibility of the Collier Resources plan depends upon the ability of this resort development to tap into a growing Miami-Dade tourist market. The number of visitors to Miami-Dade in the decade of the 1990's grew at an average annual rate of 2.4 percent, while total spending (even after adjusting for price inflation) grew even faster. In 1998 just over 9.7 million persons visited Miami-Dade, spending approximately $12.1 billion ($6.3 billion on lodging and meals alone). If past trends continue, Miami-Dade will host 13 million visitors by 2015, which will spend $16.2 billion in the local economy. The convention business has grown at an even faster pace with the number of room nights generated by conventions growing by approximately 80 percent in the last 10 years. The ability of Collier Resources to acquire the land at no cost certainly helps to ensure the financial success of this type of development, but, as indicated previously, the economic benefits to the community are small in comparison to those likely to be generated by the Miami-Dade County proposal.

The market feasibility of the proposal put forth by Miami-Dade County is grounded in the steady regional growth of air passenger and air cargo traffic that has been experienced over several decades. Air passengers traveling through Miami International Airport (MIA) grew at an average annual rate of nearly 5 percent between 1989 and 1999, with international travelers growing at a faster pace than domestic passengers. The strains of rapid growth at MIA has led to

the rapid growth of domestic passenger traffic at Ft. Lauderdale International Airport located less than 30 miles to the northeast of MIA. Air cargo volume at MIA has grown at the phenomenal rate of nearly 11 percent per year over the past decade, and at this pace cargo volume doubles every 6.5 years. MIA cannot continue to expand its capacity to handle the growth of cargo and passengers at its present rate. Clearly the demand for the services of a *reliever* airport is already present and will grow even more pressing over the next 15 years. More importantly, the growth of international commerce, which is vital to Miami-Dade's economic growth, is threatened by the failure to develop additional air transport service capacity. Without additional air transport capacity, the bottleneck at MIA will constrain the economic growth of Miami-Dade County.

Prepared by

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About the Group: The Washington Economics Group (WEG) is an exclusive economic, financial and government relations' adviser to corporate management and governments of the Americas. The firm's headquarters are located in South Florida, the Gateway of the Americas and the entry point to the $370 billion marketplace of Florida. It was founded by Dr. J. Antonio Villamil, a national and internationally recognized business economist, who served as U.S. Undersecretary of Commerce for Economic Affairs of the Bush Administration. Presently, WEG's consulting resources are significantly amplified by an established network of business alliances and associated consultants located in Florida, Washington, D.C. and in Latin America. The Group's staff has vast experience in providing firms with strategic economic intelligence, country risk assessments and economic forecasting, among others.

Robert D. Cruz, Ph.D., Senior Economist
E-mail: rcruz@mail.barry.edu

Biographical Note: Dr. Cruz received his Ph.D. in Economics from the University of Pennsylvania (Philadelphia) in 1985. His Bachelor of Arts degree, awarded in 1978, is from Georgetown University (Washington, D.C.). Dr. Cruz holds the position of Associate Professor of Economics and International Business in the Andreas School of Business of Barry University (Miami Shores, Florida). Professor Cruz is also the Senior Economic Research Consultant to the Washington Economics Group, Inc., a Coral Gables-based, economic consulting firm. Dr. Cruz has extensive business consulting experience, having advised local governments, numerous domestic and transnational corporations over the past 10 years, as well as having served as a consultant to The World Bank. He is a regular advisor to committees of the Greater Miami Chamber of Commerce and serves on the Beacon Council's Research Advisory Committee. A specialist in quantitative analyses and economic and financial modeling, Robert Cruz has published numerous articles in professional journals.

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WRITTEN COMMENT ON THE HOMESTEAD DRAFT SEIS

Dear Sir or Madam

My comments on the Homestead DRAFT SEIS are as follows.

1 The Draft SEIS is defective in that it fails to include essential data that would have been available from the Agriculture and Rural Area Retention Plan and the Biscayne Bay Watershed Management Plan that Miami-Dade County has been obligated to complete and provide as part of the record to the drafters of the SEIS. Miami-Dade County has not even begun the studies, even though the Ag Study and the Biscayne Bay Watershed Management Plan were identified by then Governor Chiles and the Florida Cabinet as PREREQUISITES before any state permits would be issued for the construction of a commercial airport under Florida 288 process.

A The Agriculture and Rural Area Retentuon Plan Intended to examine agricultural and land use trends and opportunities in Dade County and to develop a plan, including policies and implementation strategies for the purpose of preserving and promoting agriculture and rural character int he approximately 180 square mile portion of southern Dade County -- including the agricultural zoned lands adjacent to the HAFB, which are presently located outside the county's Urban Development Boundary

To date, Miami-Dade County has failed to even begin this Ag Study. The conclusion in the draft SEIS that " Reuse of the former Homestead AFB property is not expected to directly affect agriculture" cannot be determined without the necessary data that would be derived from the as yet uncompleted study

B The Biscayne Bay Watershed Management Plan Intended to assess the environmental impact, including water quality and watershed issues, on the lands surrounding the HAFB and all of South Dade To date, Miami-Dade County has failed to even begin this Watershed Management study and plan

The draft SEIS identifies the need to create a protected area between the HAFB and Biscayne national Park to buffer Biscayne Bay from the potential impact of a commercial airport Yet, there is insufficient data to assess which lands must be purchased, the impact on the water quality and flow from potential development of the HAFB into a commercial airport or the impact from secondary development

2 The SEIS assumes that Miami-Dade County's Urban Development Boundary will remain fixed to protect agricultural lands from development which may serve as a buffer to Biscayne National Park In fact, the SEIS has failed to consider that the Urban Development Boundary is a constantly changing boundary that can be amended by application on a regular cycle. From the period 1976 to 1992, Miami-Dade County Planning documents show that the UDB has shifted to allow development more than 51 times, for a total acreage of 32,362 The UDB has continued to shift since 1992, taking in a greater and greater number of agricultural lands into development. Indeed the Statistical Areas adjacent to the airport that are now outside the UDB and agriculturally zoned are designated URBAN EXPANSION AREAS set aside for future residential development.

3 The SEIS fails to consider both the COST nor identify WHO and/or WHAT government agency will be responsible for paying the extensive mitigation measures that would be necessary to develop a major commercial airport between two national parks and next to the Florida Keys National Marine Sanctuary

No cost-benefit economic analysis is provided of the costs of an extensive water management and treatment facility, the cost of purchasing buffer lands to act as filtering marshes for the system and green buffer for the National Parks, the cost of building the necessary infrastructure, including widening and building of roads to support the commercial airport, providing security, installing water and sewer lines to the area, etc....A complete accounting of the costs of these service extensions to accommodate a commercial airport must be included in order to assess the cost-benefit of the proposed action

4 The SEIS fails to assess the ECONOMIC impact of the environmental damage, including increased air, noise and water pollution of the proposed commercial airport on the TOURISM industry, including recreational fishing, snorkeling, sightseeing in Everglades and Biscayne National Parks, Dry Tortugas, and the Florida Keys, including the National Marine Sanctuary. The National Parks receive more than 1 million visitors a year. Further investigations should be made with FLA-USA, the state's tourism bureau regarding the economic losses that are expected with the loss of the natural habitat and disturbances to visitors from airplane noise Florida has invested extensively in promoting and marketing its natural beauty and attracts 50 million visitors a year For example, in a a Jan 30 special full-color section in the New York Times Sunday Magazine featuring the pristine bay waters of the Florida Keys on its cover, the article states, " The state has more recently emerged as a world-class destination for eco-tourists, fishermen. ..."

5 The SEIS fails to state the COST of clean-up of Military Canal, which is heavily contaminated with heavy metals and industrial toxins, including poisonous concentrations of oily wastes, hazardous metals and other chemical pollutants such as DDT, DDD, PCBS, mercury and cadmium from the former military operations at HAFB and which flows directly into Biscayne Bay No further development should be permitted on the base property, particularly a commercial airport until the clean-up is completed on the base and in the canal

Furthermore, the SEIS fails to identify WHO and/or what will be responsible for paying for the clean-up costs Already, the federal government has spent more than $50 million (which qualifies for super-fund status) to for environmental clean up on the former HAFB

6 The SEIS fails to properly assess the NEED for an Airport in Homestead The FAA and Miami-Dade County's own studies indicate that there may not be an absolute need for a new airport in Homestead The SEIS must take into the account the following

A The DAMES and MOORE Report of 1995 analyzed airport needs in Miami-Dade County This consultant hired by the Aviation Department concluded that Opa-locka Airport could be expanded, with a longer runway to serve as a relieve airport for MIA. Indeed, the Aviation Department has authorized an $80 million expansion of Opa-locka with Stagecoach Aviation, who will build two aircraft hangars. And Miami-Dade Mayor Alex Penelas announced on March 2 a deal with Renaissance Airpark to build hangers, terminals, a hotel and convention center as well as warehouses and manufacturing facilities at Opa-locka Airport. The idea is to develop Opa-locka as an option to MIA for low-cost and commuter airlines and for cargo use There are alternatives to destroying the two National Parks that the Aviation Department has chosen not to mention publicly and must be addressed in the FINAL SEIS report After exploring these option, it's obvious that the SEIS has failed to adequately assess all the necessary information

Indeed, the SEIS failed to consider the Aviation Department's own long-term cargo needs analysis prepared by planner Peter Reavely that shows MIA showing a SURPLUS in cargo facilities at MIA after completion of the new cargo facilities

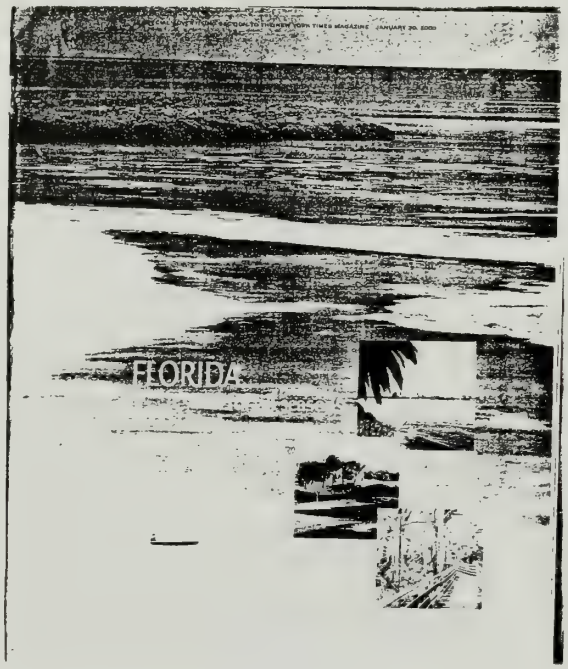
B The FAA reported in its study on the FOURTH RUNWAY AT MIAMI that an airport in Homestead is NOT FEASIBLE because airline companies are typically unwilling to divide their operations within a single region, and local air travelers are unlikely to drive to South Dade to catch flights "The distance of the proposed airport from the urban center of Miami-Dade County (26 miles is an additional factor." According to the report, most passenger who depart from MIA live in Miami or Miami Beach But as many as 20 percent live in Broward or Collier County "Air travelers from these areas could experience travel times of 90 to 120 minutes depending on local and regional traffic conditions The combination of additional mileage, travel times and peak hour roadway congestion would serve to deter MIA passengers for using an airport in Homestead," the FAA report concluded Furthermore, no aviation companies or cargo transporters have come forward demanding to use the Homestead or even indicating a need for the facility

7 The SEIS failed to consider the impact of FAA Advisory Circular (AC No 150/5200-33 that provides guidance on the placement of new airport facilities and CLEARLY STATES that no new airports should be built within close proximity to wetlands that attract birds that pose a safety hazard to aircraft Indeed, the proposed airport is between two national parks where the area's largest population of wading birds live In addition, the entire water management and mitigation measures depend on the CREATION of additional wetlands Therefore, the Homestead Commercial Airport would be in violation of the FAA's own standards

Thank you for your attention to these matters I leave you with one last thought as you assess whether to deed this land to Miami-Dade County for a commercial airport that will destroy two national parks or permit the Collier-Hoover alternative that is both compatible with protecting the national parks and helping the economic redevelopment of the area

"Conservation is a great moral issue, for it involves the patriotic duty of insuring the safety and continuance of a nation " — President Teddy Roosevelt

Thank you
Blanca Mesa



The base:

FAA report unfavorable to airport in Homestead

By JOHN SEVIGNY
Staff Writer

A commercial airport in Homestead would do little, if anything, to relieve congestion at Miami International Airport, according to a Federal Aviation Administration draft study released Monday.

Proponents of a civilian airport at the site of the Homestead Air Reserve Base have long argued that congestion at MIA makes a second facility in Dade County a necessity.

But the study — conducted to examine alternatives to expanding MIA — flies in the face of such thinking.

Airline companies, according to the report, are typically unwilling to divide their operations within a single region, and local air travelers — who for the most part, live in or near Miami — are unlikely to drive to South Dade to catch flights.

"Historically, there has been strong resistance by incumbent air carriers to duplicate services at a secondary airport," the report reads in part.

"The distance of the proposed airport from the urban center of Miami-Dade County (35 miles) is an additional factor."

According to the report, most passengers who depart from MIA live in Miami or Miami Beach. But as many as 10 percent live in Broward or Collier County.

It would be unrealistic to expect these passengers to use an airport in Homestead, according to the report.

"Air travelers from these areas could experience travel times of 90 to 120 minutes depending on local and regional traffic conditions," the report continues.

"The combination of additional mileage, travel times and peak-hour roadway congestion would serve to deter MIA passengers from using an airport in Homestead."

Currently, the FAA and other agencies are conducting an unrelated environmental impact study which will ultimately determine whether or not Homestead gets its own airport.

The object of the Homestead survey is to determine what effect a sprawling airport will have on nearby national parks.

Officials expect that it will be 15 months before the survey is completed.

The Homestead Air Force Base was closed and decommissioned after Hurricane Andrew left it in ruins in 1992. It later reopened as an air reserve base. Since then, local and federal officials have lobbied to have it redeveloped as a commercial airport in the hopes that such a facility would help alleviate South Dade's ailing economy.

The Miami Herald

FRIDAY, JANUARY 15, 1999

CONTAMINATED CANAL

EPA study confirms toxins from air base

TIM CHAPMAN / Herald Staff

WARRANTED: An EPA study concludes a cleanup of Homestead's Military Canal is needed to protect marine life

By CYNIA T. ZAWESKI
Herald Staff Writer

The canal that connects Homestead Air Reserve Base to Biscayne Bay is contaminated by industrial toxins and must be cleaned up to protect marine life, federal investigators concluded in a new study.

The U.S. Environmental Protection Agency links the poisonous concentrations of oily wastes, hazardous metals and other chemical pollutants in the canal's sediments to discharges from the former Air Force Base.

Military Canal, now is pledging to cooperate with EPA and other regulators on a cleanup plan in light of the new study.

"We're going to do the right thing with Military Canal," said Tom Bartol, the Homestead base's environmental coordinator.

The EPA and the Air Force will join other federal, state and local agencies in crafting a cleanup plan later this year. Officials said the cleanup should not affect the county's plan to redevelop the base as a commercial airport, the proposed redevelopment is on hold pending

The EPA canal study settled a bitter, five-year argument over whether there was a need to clean up the two-mile canal to protect Biscayne National Park. The dispute pitted the Air Force and EPA against Miami-Dade regulators, conservationists and officials at the park.

"Now that we can put this debate behind us, it's time to clean up the mess we have and prevent any further mess from doing serious damage to Biscayne National Park," said Mark Kraus of the National Audubon Society.

The Air Force has nearly finished a $45

ıir Force vows cooperation in Military Canal cleanup

NAL, FROM 1B

million cleanup of re than 500 sites on the base ı had been polluted by jet fuel other chemicals But officials ding that cleanup had resisted ssure from conservationists to end the restoration to the canal ı links the base to the national k.

wo previous EPA studies in 2 and 1995 had turned up no ı of contamination problems in canal But those studies were tradicted by separate investiions conducted by Miami-le's Department of Environtal Resource Management. ERM had revealed concentra- s of pesticides and metals in itary Canal's sediments that r even worse than those in the mi River which is the coun- most notoriously polluted r body, Miami-Dade environtal scientist Lee Hefty said

e Air Force, in turn, suggested the pollution was not severe enough to warrant a cleanup. Moreover, the military blamed surrounding farms for contamination

The EPA agreed to study the canal again in hopes of settling the matter once and for all

"We really didn't want to hear any more debate," said EPA's Jon Johnston, who oversees cleanups of federal facilities in eight Southeastern states "That's why we commissioned this study."

Unlike the previous two EPA investigations, the new, two-year study was exhaustive The agency established 93 sampling stations along the two-mile canal and used two sets of divers to collect sediment samples. The sediment was analyzed for hundreds of compounds and metals and then tested for whether it killed aquatic organisms or prevented their reproduction.

The study results showed EPA's previous studies had been wrong.

"We're scientists, we're engineers, and sometimes we're just fallible human beings," Johnston said

Where did previous EPA efforts go bad? Johnston said that the agency earlier had not dug deeply enough to gather sediment samples Investigators who had merely attempted to dredge up soil from a boat got nothing because the sediments were covered by a thick mat of aquatic weeds, he said. Divers this time, however, were able to pierce the vegetation to collect soil.

The sediment analyzed by EPA chemists found elevated levels of the pesticide DDD, a companion of DDT, polychlorinated biphenyls, or PCBs, mercury, cadmium, and other compounds linked to fuels. The pollutants were found only in the sediment, not in the water

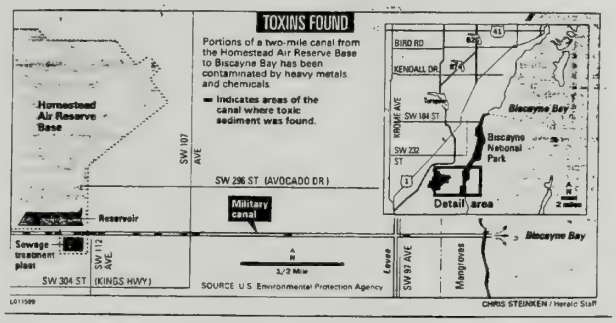
"There are dirtier canals around the country," Johnston said. "But I don't know of any that are si on the boundary of a natio park."

The concern has been the c taminants might be stirred up severe storm and get carried into the bay

The EPA linked contamin to now-shuttered industrial fa ties at the former air base. Po tion got to the canal from the wastewater treatment plant, fr ditches around the plant and incinerator landfill, and from water separators from an a where planes were washed Th links would enable the Air Fo to request cash for a cleanup

Conservationists praised EPA for admitting its ear errors.

"It's not often you see a gove ment agency admitting it did do the right thing and then c recting its mistakes," said Barb Lange of the Miami Sierra Cl "We thank the EPA for that."



NRDC NATURAL RESOURCES DEFENSE COUNCIL

What the Draft Homestead Base SEIS says . . .

- Just 2 miles from Biscayne National Park and 10 miles from Everglades National Park, the proposed airport will have a little less than one operation a minute (SEIS 2.2-11)
- Because of conflicts with MIA's airspace to the north, planes must be routed over the national parks and the Flori Keys National Marine Sanctuary and remain at lower altitudes longer than might otherwise be the case. (SEIS 4.4-3)
- Biscayne National Park will be particularly hard hit by noise impacts because of its proximity to the planned international commercial airport. For example, there will be an estimated 105 flights a day, most at altitudes between 2000 to 4000 feet, over the Biscayne National Park Visitors Center. (4.6-11) At this distance, the commercial jets wi sound like the equivalent of a loud lawn mower 3 feet away or like a New York City subway train, according to the SEIS (4.5-28, 3 5-2) Even as far out in the park as Elliot Key, the jets will sound like the equivalent of a garbage disposal or shouting at 3 feet (4.5-28, 3 5-2)
- The proposed airport will increase nutrient pollution into Biscayne Bay (4.10-4), even though the Bay – a classified Outstanding Florida Water – is already showing the ill effects of the current level of such pollution. (3.10-13-14)
- While polluted surface water discharges will increase, relatively clean groundwater flows to Biscayne Bay will decrease. (4.10-16) Groundwater flow to the Bay is already much less than historical levels and is expected to continue to decrease as a result of development generally and restoration efforts intended to decrease drainage out of the Everglades (3 11-20)
- The airport will increase nearshore deposition of air-borne nitrates by *fifty-four times* (4 8-18)
- The airport will significantly increase inputs into the Bay of both the hazardous air pollutant polycyclic aromatic hydrocarbons (PAHs), which is unregulated in aircraft emissions, and of ammonia, which is toxic to marine life. (4.8-19)
- Development associated with the airport will result in the development of thousands of acres of agricultural land and wildlife habitat.
- The proposed airport will increase local air pollution, including by resulting in the daily emissions of 7 tons of toxic air pollutants, like nitrogen oxides and volatile organic compounds (4.8-3) Nitrogen oxide levels are estimated to increase *forty-eight* times in Biscayne National Park and *forty-five* times in Everglades National Park. (4.8-18)

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San Francisco, CA 94105
415 777-0220
Fax 415 495 5996

6310 San Vicente Boulevard
Suite 250
Los Angeles, CA 90048
213 934-6900
Fax 213 934-1210

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What the Draft Homestead Base SEIS doesn't say . . .

- What will happen to the national parks and the environment of south Dade after the planned second runway – with *370,000 operations* – is constructed
- What the proposed airport will do to the natural soundscape of the two national parks. While the Park Service considers natural quiet to be a park resource to be protected and restored, the FAA appears not to share this mission anc accordingly did not meaningfully analyze in the SEIS the proposed airport's impacts on the parks' natural soundscape For example, the FAA used as a baseline for critical analyses a noise level for many park areas that is the equivalent, according to the FAA's own scale, of the *noise made by a dishwasher (45-50 decibels)* (3.5-11, 3.5-2) Sound measurements in the draft SEIS clearly show that much of the time the backcountry is two to three times less noisy (Appendix H) And that is to say nothing about the truly quiet moments – one of the most singular pleasures of visiting our protected natural areas
- What will happen if the stormwater management plan for the Homestead airport does not work as promoted. The SEIS assumes that the plan will be 100% effective. But the county's own experts have stated that the design is inadequate to handle large storms and the plan is currently being challenged in state court. If the system fails, contamination from the airport and from Military canal will enter the Bay in large quantities. (4.10-3)
- What will happen if the Urban Development Boundary, which straddles the base on its east side, does not stay in place The SEIS assumes that the UDB will not move and minimizes the extent of development associated with the airport – and consequential environmental impacts – as a result. But, according to the draft report, only 20,000 acres of agricultural and unprotected vacant land currently remain within the UDB. (3.6-15) The draft report also estimates that between 10,000 to 20,000 acres of vacant land will be lost to development generally in the next fifteen years. Given such space constraints, to say nothing about past signals on the county's part that it would consider moving the UDB, great pressure has to build to move the UDB. Such an expansion will further occur growth related to the airport If development occurs outside the current UDB and closer to the Bay, the amount of pollution entering the Bay will go up dramatically.

NATIONAL NEWS

THURSDAY, MARCH 2, 2

Task force asks for $25 million to bolster dying

SETH BORENSTEIN
Herald Washington Bureau

WASHINGTON — The fed- eral government hopes to re- vive America's dying coral reefs, mainly by banning fish- ing in at least 20 percent of the country's coral areas by the end of the decade.

An unprecedented national reef rescue plan, to be unveiled today by a joint government task force, calls for increasing spending on coral reef conser- vation to $25 million a year from the current $11 million. Most of the money would be spent on mapping and monitor- ing endangered reefs.

The key to the plan is creat- ing more "no take zones" where boating and diving are allowed but fishing is not. The model is a series of small pro- tected reefs off the Florida Keys where the practice is suc- ceeding after just two years, said Billy Causey, superintend- dent of the Florida Keys Na- tional Marine Sanctuary. Ban- ning fishing helps, experts say, because coral needs the auto- pus that fish excrete.

Ecologists consider coral reefs — which are spectacular- ly vivid collections of living ani- mals that secrete limestone as external skeletons — the oce- anic equivalent of rain forests. For the past two decades scien- tists have noticed that most of the world's reefs are dying, un- der attack from overfishing, pollution from chemical-rich runoff, beach dredging, disease, dropped anchors and global warming, experts say

Already, 10 percent of the world's reefs are lost, accord- ing to the task force's report. Another 30 percent are likely to die by 2030, and a total of 70 percent could be gone by 2050

"We're not interested in slowing the decline down,"

said Assistant Interior Sec- retary Donald J Barry, one of the task force leaders. Our ulti- mate goal is to restore them."

There are more than 6,500 square miles of coral reef in the United States, principally off the coasts of Florida, Hawaii, Puerto Rico, the U.S. Virgin Is- lands, American Samoa, Guam and other Pacific islands.

The U.S. Coral Reef Task Force devised its "national ac- tion plan" for American reefs after nearly two years of meet- ings and study

Environmentalists, while en- thusiastic about the proposed "no take zones," mapping and monitoring, contend that the plan proposes too little money and too little action.

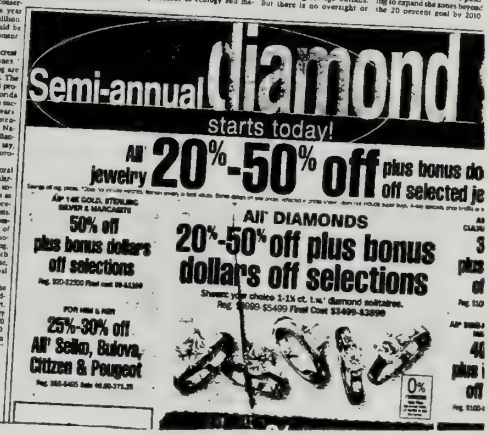
"We need to watch, but we also need to do," said James W Porter, a University of Georgia professor of ecology and ma- rine sciences who is a key re- searcher for the Environmental Protection Agency's coral reef monitoring program. "It's too la- ta. We need both research and implementation."

President Clinton signed an order in June 1998 requiring federal agencies to consider the impact on reefs when dredging, building roads or constructing sewage outfalls. But there is no oversight or penalties to detect violators, ar both are needed, said Alexan der Stone executive director Reef-keeper International Miami, who leads a coalition o 77 environmental groups, wh wrote the task force to do stuff

The task force is still work ing on strengthening enforce- ment and oversight, Barry said

Environmentalists are push ing to expand the zones beyond the 20 percent goal by 2010

Death Row inmate free after 16 years



THURSDAY MARCH 2, 2000 www.herald.com 17A

rce asks for $25 million to bolster dying coral reefs

said Assistant Interior Secretary Donald J. Barry, one of the task force leaders. "Our ultimate goal is to restore them."

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The U.S. Coral Reef Task Force devised its national action plan" for American reefs after nearly two years of meetings and study.

Environmentalists, while enthusiastic about the proposed "no take zones," cautioned that the plan proposes too little money and too little action.

"We need to watch, but we also need to do," said James W. Porter, a University of Georgia professor of ecology and marine sciences who is a key researcher for the Environmental Protection Agency's coral reef monitoring system. "It's too little. We need both research and implementation."

President Clinton signed an order in June 1998 requiring federal agencies to consider the impact on reefs when dredging, building roads or constructing sewage outfall

penalties to deter violators, and both are needed, said Alexander Stone, executive director of Reef Keeper International in Miami, who leads a coalition of 77 environmental groups, who want the task force to do more.

The task force is still working on strengthening enforcement and oversight, Barry said.

Environmentalists are pushing to expand the zones beyond the 20 percent goal by 2010.

Florida's commercial fishermen, however, are worried about their livelihoods.

The national plan calls for no-take zones in at least 5 percent of all coral reefs in Florida and each major island group by 2002 and at least 10 percent by 2005.

Herald Washington Bureau researcher Tish Wells contributed to this report.

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0% FINANCING

The Miami Herald

WEDNESDAY, AUGUST 4, 1999

NORTH TO . . . OPA-LOCKA?

YES — FOR AVIATION EXPANSION

Its location, size make relieving MIA's growth there a no-brainer.

Underpinning the $4 billion expansion at Miami International Airport is a more-encompassing aviation master plan approved by the Miami-Dade County Commission in 1994. It envisions MIA reaching capacity between 2040 and 2050, with up to 100 million passengers a year.

This year, 35 million passengers are projected — and that's with the downturn in Latin American traffic. When MIA is built out, a natural choice for expansion is to the north, to Opa-locka Airport, a huge underutilized "slumbering giant" in the words of some. Opa-locka Airport is so well-situated between downtown Miami and Broward County that to designate it the practical, logical place to expand the county's aviation business seems like a no-brainer.

Promoters of expanding south at the former Air Force base in Homestead predictably will object. But that remote site presents logistical and environmental problems that rightly have delayed for five years action on a redevelopment plan.

How that plan came to be, without the county seeking bids in a fair, open process, has garnered much suspicion. Add uncertainties about how redevelopment impacts Everglades and Biscayne nationa, parks and the Air Force's reluctance to give up its base makes sense.

The second federal study of the Homestead redevelopment plan's environmental impact won't be released until later this year — and that still won't signal the end, no matter its findings. That's why South Miami-Dade leaders hired a powerful Washington, D.C., firm to lobby for them.

But while Homestead civic leaders' dream sits stalled, another goal cherished by North Miami-Dade leaders got a well-deserved boost last week when the County Commission approved an $80 million investment in Opa-locka. A report that sits part and parcel with the aviation master plan Stagecoach Aviation, whose lease the commission approved, will build two aircraft hangars there. The idea is to develop Opa-locka as an option to MIA for low-cost and commuter airlines and for cargo use.

If all goes according to schedule, the commission this fall will consider stage two of the Stagecoach agreement — setting in motion the several steps allowing Opa-locka to be used for passenger service. The commission will have to amend the county's comprehensive development master plan for passenger service at Opa-locka — just as it already did for the Homestead plan.

The FAA must certify that Opa-locka meets passenger-service criteria, requiring investment in safety features and such. Finally, the county also might have to submit the passenger plan to state scrutiny as a development of regional impact, which it surely would have. But this regional impact would be to the good: bringing jobs and related development to a deserving, hungry-for-economic-parity area of the county.

It is not that Homestead and Florida City deserve less, nor should one end of the county be pitted against the other. But the practicality of the Opa-locka expansion just plain overwhelms all the best arguments for redeveloping the Homestead base at this time. South Miami-Dade needs to rethink its economic future — there's a wealth of diversity there, from an agricultural industry in the midst of healthy change to the powerful pull of its natural resources to its growth as a bedroom community.

Meanwhile, the Stagecoach Aviation agreement at Opa-locka Airport may come to be seen as one of those signature decisions that, while not making big headlines at the time, will have long-term effects that will prove it to be one of the wisest that the commission made this year.

Miami Dade County Planning JANUARY 1991 FLM

URBAN DEVELOPMENT BOUNDARY AMENDMENTS ADOPTED FROM 1976 THRU 1990

ACTION DATE	MAP ITEM NUMBER	ORIGINAL APPLICATION NUMBER(s)	ACREAGE	PLANNING DEPT. APPL'S	CHANGE FROM	CHANGE TO
November 1976	76-1	27	160		Agriculture Open Land	Industrial & Business
1977	NO AMENDMENTS APPROVED				-	-
July 1978	78-1	5,20&21*	1,620	X	Agriculture & Open Land	Industrial & Business
	78-2	22(Partial)	250	X	Agriculture & Open Land	Low-Medium Density Residential (5 du/ac.)
	78-3	8,23*	710	X	Agriculture & Open Land	Low-Medium Density Residential (5 du/ac.)
	78-4	10	320		Agriculture & Open Land	Low-Medium Density Residential (5 du/ac.)
	78-5	9	640		Agriculture & Open Land	Low-Medium Density Residential (5 du/ac.)
	78-6	11	640		Agriculture & Open Land	Low-Medium Density Residential (5 du/ac.)
	78-7	24	1,400	X	Agriculture & Open Land	Low-Medium Density Residential (5 du/ac.)
	YEARLY TOTAL		5,580			
1979	NO AMENDMENTS APPROVED				-	-
1980	NO AMENDMENTS APPROVED				-	-

* These applications overlap acreage has not been double counted.
** Major updating cycles by the Planning Department.
1) Residential Densities indicated are maximums for the category.

ACTION DATE	MAP ITEM NUMBER	ORIGINAL APPLICATION NUMBER(S)	ACREAGE	PLANNING DEPT. APPL'S	CHANGE FROM	CHANGE TO
June 1981	81-1	2,3	1,280		Open Land	Industrial & Business
	81-2	4	480		Open Land	Industrial & Business
	81-3	5	640		Open Land	Industrial & Business
	YEARLY TOTAL		2,400			
July 1983**	83-1	2	212		Open Land	Low-Medium Density Residential (13 du/ac.)
	83-2	NA	450	X	Open Land	a). Estate Density Residential (2.0 du/ac.) (240 ac.) b). Low Density Residential (6 du/ac.) (210 ac.)
	83-3	9	160		Open Land	Low Density Residential (6 du/ac.)
	83-4	12,13*	320		Agriculture	Low Density Residential (6 du/ac.)
	83-5	NA,17*	710	X	Agriculture	Low Density Residential (6 du/ac.)
	83-6	NA	560	X	Agriculture	Low Density Residential (6 du/ac.)
	83-7	NA	160	X	Agriculture	Industrial & Business
	83-8	NA	100	X	Agriculture	Low Density Residential (6 du/ac.)
		YEARLY TOTAL	2,672			
July 1985	85-1	2	110		Open Land	Industrial & Office
	85-2	3	18		Open Land	Industrial & Office
	85-3	4	267		Open Land	Low Density Residential (6 du/ac.)
	85-4	7,8,9 &10*	640		Agriculture	Low Density Residential (6 du/ac.)

ACTION DATE	MAP ITEM NUMBER	ORIGINAL APPLICATION NUMBER(S)	ACREAGE	PLANNING DEPT. APPL'S	CHANGE FROM	CHANGE TO
	85-6	12	320		Agriculture	Low Density Residential (6 du/ac.)
	85-7	13	120		Agriculture	Low-Medium Density Residential (13 du/ac.)
	85-8	14	720		Agriculture	Low Density Residential (6 du/ac.)
	85-9	18	57		Agriculture	Estate Density Residential (2.5 du./ac.)
	85-10	19	40		Agriculture	Low Density Residential (6 du/ac.)
	YEARLY TOTAL		2,030			
June 1987	87-1	1A	279		Open Land	Industrial & Office
	87-2	4	320		Open Land	Industrial & Office
	87-3	10	100		Open Land	Industrial & Office
	87-4	13&14* &17(all)	353		Open Land	Low Density Residential (6 du/ac.)
	87-5	23	180		Agriculture	Low Density Residential (6 du/ac)
	87-6	30(partial), 37	37		Agriculture	Low Density Residential (6 du/ac)
	YEARLY TOTAL		1,269			
December 1988**	88-1	NA	1,440	X	Open Land & Water	a). Industrial & Office (1000 ac) b). Water (440 ac.)
	88-2	NA	4,700	X	Open Land, Water & Industrial & Office	a). Industrial & Office (2410 ac) b). Restricted Industrial & Office (320 ac.) c). Medium Density Residential (25 du/ac)(90 ac) d). Institutional & Public Facilities (160 ac.) e). Low-Medium Density Residential (13 du/ac) (535 ac) & Park & Recreation f) Water (1700 ac.) g). Business & Office (28 ac.)
	88-3	NA	20	X	Open Land	Industrial & Office
	88-4	I-126*& NA	100	X	Open Land	Low Density Residential (6 du/ac) (Urban Development Subject to Wetlands Basin Study)
	88-5	I-133c,* & NA	60	X	Open Land	Industrial & Office (Urban Development Subject to Wetlands Basin Study)
	88-6	I-133a,* & NA	960	X	Open Land	a). Low Density Residential (6 du/ac.) (Urban Development Subject to Wetlands Basin Study) (920 ac.) b). Business and Office (40 ac.)
	88-7	NA	640	X	Agriculture	a) Low Density Residential (6 du/ac) (620 ac.) (Urban Development Subject to Wetlands Basin Study) b). Business and Office (20 ac.)
	88-8	NA	160	X	Agriculture	Industrial & Office
	88-9	NA	120	X	Agriculture	Transportation (Terminals)
	88-10	I-191,* NA	960	X	Agriculture	a). Low Density Residential (6 du/ac) (940 ac.) b). Business and Office (20 ac.)
	88-11	NA	1,390	X	Agriculture	a). Estate Density Residential (2.5 du/ac. (600 ac) b). Low Density Residential (6 du/ac.) (520 ac.) c). Industrial and Office (320 ac.)
	88-12	NA	1,320	X	Agriculture	a). Estate Density Residential (2.5 du/ac.) (320 ac.) b). Low Density Residential (6 du/ac.) (1000 ac.) c). Business and Office (40 ac.)
	88-13	I-200,* NA	2,820	X	Agriculture	a). Estate Density Residential (2.5 du/ac.) (2400 ac.) b). Environmental Protected Park (200 ac.) c). Institutional & Public Facilities (160 ac.) d.) Business and Office (20 ac.)
	88-14	NA	1,060	X	Agriculture	a). Low density Residential (6 du/ac.) (500 ac.) b). Low-Medium Density Residential (13 du/ac.) (115 ac.) c). Business and Office (55 ac.) d). Industrial & Office (390 ac.)
	88-15	NA	250	X	Agriculture	a). Low-Medium Density Residential (13 du/ac.) (220 ac.) b). Business and Office (30 ac.)
	YEARLY TOTAL		10,750			
March 1990	90-1	40	320		Agriculture	a). Low Density Residential (Traditional Neighborhood Development) (10 du/ac.) (150 ac) b). Industrial & Office (20 ac.) c). Agriculture (150 ac.)
	90-2	47	160	Pulled back & pulled PCA Settlement	Agriculture	Estate Density Residential (2.5 du/ac.)
	YEARLY TOTAL		480			
	15 YEAR GRAND TOTAL		33,362			

200ga.smc

(51)

Memorandum

Florida Department of Environmental Protection

002626

February 7, 1999

To: Anna Marie Hartman, Chief, Coastal and Aquatic Managed Areas
Florida Department of Environmental Protection

From: David Mayer, Biscayne Bay Aquatic Preserve, CAMA
Florida Department of Environmental Protection

Re: SEIS, Homestead Air Force Base

Project Description: The SEIS addresses the proposed transfer of airfield and airfield-related properties of the former Homestead Air Force Base (HAFB) as required by the Defense Base Closure and Realignment Act of 1990. HAFB was on the 1993 list of recommended realignments and in 1994 the Air Force issued Final Environmental Impact Statement on the disposal of the base. Because of disclosures concerning inaccuracies and inadequacies in the Final EIS it was decided that an SEIS would be required. The SEIS has been prepared by the U.S. Air Force in cooperation with the Federal Aviation Administration (FAA). The SEIS examines four primary alternatives for use of the property: (1) regional airport, (2) commercial spaceport, (3) mixed use alternative, and (4) no action. Alternative (1), the development of a regional airport, is the action proposed by the SEIS.

Project Assessment: This office has reviewed the above referenced SEIS and suggest the property not be developed as a regional airport due to the following concerns:

1. Noise and Light Impacts. One of the stated intents of the Biscayne Bay Aquatic Preserve Rule is, "preserving and enhancing Biscayne Bay and all natural waterways tidally connected to the bay in an essentially natural condition so that its biological and aesthetic values may endure for the enjoyment of future generations." The U.S. Department of the Interior has characterized the natural soundscape as "a natural resource of all parks." The proposed number of daily flights (over 600 daily for one runway, and over 1,000 for two runways, SEIS Table 2.2-11) will generate considerable increase in noise levels in the Everglades National Park, the Florida Keys National Marine Sanctuary, the Biscayne Bay Aquatic Preserve, and particularly at Biscayne National Park (BNP). For instance, because of the close proximity to Biscayne National Park (less than 2 miles) and because of the low altitude flight paths that are proposed the BNP Visitor Center will experience an estimated 80 flights a day passing overhead (for one runway) with a SEL (dB) range of 64.3 - 103.6 (SEIS Table 4.6-1). A location as far away as Elliot Key will experience 172 flights daily (for one runway, SEIS Table 4.6-1) with a SEL (dB) range of 41.3 - 76.5. This destruction of the natural soundscape of the park as well as surrounding areas, such as pristine Card Sound located in the Aquatic Preserve, may ruin the natural peacefulness of the area for visitors and also detrimentally effect the animals that live there. Intended aircraft routes traverse Cape Sable Seaside Sparrow breeding habitat, foraging habitat for woodstorks and spoonbills, and crocodile nesting habitat. In addition to noise pollution it can be expected that the proposed airport, aircraft, and secondary development in the area will also have a detrimental effect on the clear night skies of the bay. This resource is also recognized by the preserve as part of the natural conditions possessing biological and aesthetic value.

2. *Pollution.* The proposed airport will increase nutrient pollution (4.10-4,5), polycyclic aromatic hydrocarbons (4.8-19), and ammonia into the bay. Further, by 2015, the proposed airport would increase nitrogen deposition rates by 43 and 54 times at Biscayne National Park and Everglades National Park, respectively. Nitrogen oxide levels are estimated to increase by 48 times in Biscayne National Park and 4[illegible] times in Everglades National Park by 2015 (SEIS 4.8-18). It should be noted that these are estimates of the pollution that would occur for a one-runway airport (SEIS 4.8-19). The proposed future addition of another runway would result in increased pollution of the bay. A further concern for pollution is the potential for an airline accident with the resultant potential for destruction of resources and pollution from fuel spillage. The potential for introduction of exotics as well as disease (e.g. citrus canker) to such an environmentally sensitive and agriculturally important area is an additional consideration. The prudence of locating a commercial airport in such close proximity to a nuclear power plant (Turkey Point) is another [illegible]

3. *Stormwater management.* Toxicity in Military Canal is well documented by several studies (Intl. Magnitude and Extent of Chemical Contamination and Toxicity in Sediments of Biscayne Bay and Vicinity, NOAA/DEP, in draft). If the proposed stormwater management plan for the proposed airport is inadequate, especially during storm surge / flooding / hurricane events, contamination from the canal into the bay could be significant. The county aviation's environmental record at Miami International Airport (MIA) is less than encouraging, having been cited with several violations.

4. *Ecosystem Restoration.* The land area surrounding the proposed airport is part of proposals to help restore the Southeast Florida ecosystem by providing a natural landscape for restoring overland sheet flow to the bay. The SEIS estimates that hundreds of acres of agricultural and vacant land will be lost as a result of the proposed airport development. Such loss could severely hinder efforts to restore natural water flow to the bay.

5. *Alternatives.* In hearings for the proposed airport, the public was overwhelmingly in support of a mixed use alternative for the base property. Lacking was any input from commercial passenger or freight airlines stating a need for an airport at this location. If such a need exists in the future, expansion of Opa-Locka airport would be a more sound environmental solution. This would keep air traffic north of the national parks and environmentally sensitive areas of the preserve. In addition, secondary pollution due to automobile traffic would not be created to the extent as it would by adding an airport in distant Homestead.

Support for the airport at the public hearings was based solely on jobs the airport could create in the Homestead area. However, the mixed use alternative would also generate a comparable amount of quality employment in the area. This alternative would also provide for recreational and educational opportunities that complement the national parks and the aquatic preserve.

Recommendations: Based on the above concerns associated with the development of a commercial airport in South Dade, and due to the clear alternatives available, this office does not favor the action proposed by the SEIS. Development of an airport at this location could have serious consequences for the natural habitat of two national parks, a national marine sanctuary, a wildlife preserve (Crocodile Lakes), and Biscayne Bay Aquatic Preserve. Further, the proposed airport, along with associated development, could curtail restoration efforts in South Florida. The citizens of South Florida have expressed that they do not feel the need for, nor do they want the proposed airport, but rather prefer the mixed use alternative. This office suggests that this alternative be given more serious consideration.

cc: Fritz Wettstein, PENMS
Charlie Jabaly, South Florida Aquatic Preserves
Gail Sloan, OEP&C

002627

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: March 06, 2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

Homestead Airforce Base S.E.I.S.
AFBCA/EX
1700 Moore St.
Suite 2300
Arlington, VA 22209-2802
Fax (703) 696-8828

Dear Sirs:

I am writing to comment on the Draft S.E.I.S. for "Disposal of Portions of the former Homestead Air Force Base, Florida" dated December 1999.
As a resident of the upper Florida Keys for the past 28 years, I feel that the H.A.F.B./S.E.I.S. does not adequately address the effects of the flight path over the upper Keys (Islamorada area to North Key Largo area) as reflected in Page 86 of the S.E.I.S. "Summary" concerneing the mitigation measures illustrated by "Noise Abatement Flight Path Alternatives #1, #2, and #3 — and as presented in VolII: Appendices of the H.A.F.B./S.E.I.S, pages B-1 through B-16.
In my view, the S.E.I.S does not adequately address the effects of these mitigation

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: James Spencer
ADDRESS/DIRECCION: P.O. BOX 726
CITY/CIUDAD: Key Largo, FL 33037
STATE, ZIP CODE/ESTADO, ZONA POSTAL:

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

Se publicarán sus comentarios en el SEIS FINAL. Favor de no incluir su dirección personal si no desea que esta aparezca en el SEIS FINAL. El hecho de proporcionar esta información se considerado como su consentimiento para publicarla

Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

(to avoid flying over portions of Biscayne National Park and Everglades National Park) flight paths in the following respects:
1) Noise Pollution of the Upper Keys
2) Air Pollution from jet fuel exhaust
3) Water Pollution from dumped aircraft fuel of commercial aircraft coming in to land in emergency and non-emergency situations.
4) Light Pollution from night-time intrusion from aircraft lights.

As for noise pollution, the H.A.F.B./S.E.I.S. says very little concerning the fact that a large portion of the Everglades National Park is located in Florida Bay (the subject "Florida Bay" does not even appear in the S.E.I.S. index), which would be a concern with Flight Path Alternatives #1, #2, or #3, as thousands of aircraft would be flying over bird rookeries such as Porjoe Key in the 'Back Country' of Floriday Bay (Everglades National Park). The S.E.I.S. does not address how bird nesting and reproductive behavior would be affected by nearly 1,000 over-flights per day. Also, the S.E.I.S. doesnt seem to know what the effects of noise pollution would have on the endangered crocodilians of the Key Largo National Crocodile Refuge, located in North Key Largo- concerning their nesting and reproductive behavior.
The S.E.I.S. doesn't address the effects of noise pollution on the residents of the Upper Keys, a great many of whose livlihood depends on eco-tourism such as fishing, boating, snorkeling, diving, and sailing.
As for air pollution from jet fuel (kerosene)exhaust, the S.E.I.S. says little concerning exhaust pollution falling on bird rookeries, nesting areas, and mangrove forests of the TenThousand Islands and Floriday Bay backcountry (Everglades National Park). As mangroves are a nursery area for many tropical and commercially valuable fish and invertibrates, this should be a consideration for the S.E.I.S.
Nor does the S.E.I.S. mention kerosene jet fuel exhaust falling on residents and tourists in the Upper Keys in the noise abatement flight path alternatives. The possibility of black, sooty kerosene residue falling on tourist and residents is not addressed.
Concerning possible water pollution of the Upper Keys, the S.E.I.S. doesnt' mention the possibility of commercial aircraft having to dump fuel in Florida Bay (Everglades National Park) or the Atlantic waters adjacent to the Keys - resulting in significant damage to mangrove and seagrass assets in these areas. The result of a direct aircraft crash into a coral reef is addressed, but the effects is minimized.

As for night-time light pollution over Florida Bay(Everglades NationalPark), the Upper Keys and adjacent Atlantic ocean areas (tourist and residents fish and boat at night), the S.E.I.S. says nothing regarding the flight path alternatives. This is only mentioned for the main areas of the two national parks.
In summary, the H.A.F.B./S.E.I.S. does not address the degradation of quality of life and environmental destruction the population of the Upper Keys would experience with adoption of the "Proposed Action" - the implementation of a commercial airport at the former Homestead A.F.B.

I recommend an adoption of the "No Actional Proposal", or failing that, adoption of the "mixed - use" (Collier/Hoover) development plan to minimize the adverse environmental and quality of life effects on Everglades National Park (including that portion located in Florida Bay), Florida Keys National Marine Sanctuary, John Pennekamp Coral Reef State Park, and the populations of the Upper Florida Keys.

Respectfully submitted,
James Spencer
Key Largo, Florida

002628

SOUTH FLORIDA WATER MANAGEMENT DISTRICT

3301 Gun Club Road, West Palm Beach, Florida 33406 • (561) 686-8800 • FL WATS 1-800-432-2045 • TDD (561) 697-2574
Mailing Address: P.O. Box 24680, West Palm Beach, FL 33416-4680 • www.sfwmd.gov

GOV 02

March 3, 2000

Ms. Shirley Curry
AFBCA
External Affairs
1700 North Moore Street, #2300
Arlington, VA 22209-2802

Dear Ms. Curry:

SUBJECT: Comments on the Draft SEIS for the Disposal of Portions of the Former Homestead Air Force Base, Florida

Please accept this comment letter from the South Florida Water Management District (District or SFWMD) on the Draft Supplemental Environmental Impact Statement (DSEIS) regarding the disposal of portions of the former Homestead Air Force Base (HAFB). The District appreciates the opportunity to provide comments on the redevelopment of the former HAFB.

The District is a multi-faceted government agency with many responsibilities that include environmental restoration, long-term watershed planning, land acquisition and regulation. The District's mission involves management and protection of the water resources of the region by balancing and improving water quality, flood control, natural systems and water supply. In order to fulfill the broad expanse of this mission, the District is required to approach projects, such as the re-development of the HAFB, from an agency-wide perspective. Our comments, questions and concerns on the DSEIS are centered around the following key issues:

- **Potential effects on District-owned lands**, including effects on the resident Cape Sable Seaside Sparrow population, environmentally sensitive land use aesthetics, and prescribed burning operations.
- **Regional watershed issues**, including potential impacts associated with off-site growth generated by the redevelopment (i.e. increased pollutant loading to the Mowry and Princeton Canals, the loss of buffer lands adjacent to Biscayne Bay, wetland impacts etc.), the need to reduce reliance on Military Canal, and the role of L-31E, Biscayne Bay Wetlands and the Stormwater Distribution and Treatment Area projects.
- **Stormwater Management**, including implementation of a Master Stormwater Management Plan, integration of the existing Air Reserve Base and previously conveyed properties into the master plan, and compliance with the anti-degradation standards for discharges to Biscayne Bay.

GOVERNING BOARD

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EXECUTIVE OFFICE

Frank R. Finch, P.E., Executive Director
James E. Blount, Chief of Staff

Ms. Shirley Curry
March 3, 2000
Page Two

In summary, the District is a lead agency with substantial responsibility for implementing numerous complex ecosystem restoration projects associated with the Comprehensive Everglades Restoration Plan (CERP) and the protection of Biscayne Bay and Florida Bay. The District is concerned with the proximity of the Proposed Action and the other alternatives on the various restoration and land acquisition projects that are currently being undertaken by the District.

The potential impact of all the redevelopment options on District-owned lands in the vicinity of the former HAFB merits closer analysis than is evidenced in the DSEIS. The District currently owns and manages approximately 40,000 acres of high quality freshwater and coastal wetlands in southern Miami-Dade County, with another 40,000 acres targeted for acquisition in the near future. The DSEIS does not include a substantive environmental impact analysis of the potential impacts of any of the reuse options on these lands. As such, the District raises this omission as one of particular concern and requests the Air Force remedy the omission with respect to the Proposed Action and all the reuse alternatives.

District staff's technical water resource and water resource-related comments, questions and concerns on the DSEIS are detailed in Attachment #1.

Thank you for the opportunity to comment.

Sincerely,

Frank R. Finch, P.E.
Executive Director
South Florida Water Management District

FRF/le

Attachment #1 - SFWMD Technical Comments on the DSEIS
Attachment #2 - SFWMD Letter to FAA

c: Cherie Trainor, Department of Community Affairs

Attachment #1

SFWMD Technical Comments on the DSEIS

I. DISTRICT-OWNED ENVIRONMENTALLY SENSITIVE LANDS

The District is an extensive landowner in the area south of the former HAFB, known as the Southern Glades and the Model Lands. A substantial investment of public funds has been committed to acquire, protect and manage these critically important lands. The DSEIS devotes a great deal of effort in assessing the impacts of the various proposed alternatives to the nearby national parks, preserves, and, to a much smaller extent, state parks. However, virtually no reference is made to the SFWMD-owned Southern Glades Wildlife Management Area or, the jointly held SFWMD/Miami-Dade County Model Lands area which are located south of the HAFB between the two national parks.

These areas are part of a comprehensive land acquisition program, Save Our Rivers, created by the Florida Legislature in 1981 to enable the District to acquire and protect important water resource lands and other environmentally sensitive areas. As part of the process of acquiring these lands, the District considers the property's management challenges, surface and ground water systems and the formation of corridors for critical interaction of wildlife populations. The District is committed to ensuring the long-term protection of these public lands, water resources, fish and wildlife populations, and native plant communities through its environmental management activities.

Currently the District owns approximately 40,000 acres south of the proposed airport and an additional 40,000 acres are targeted for acquisition in the near future. When this acquisition project is complete the District will be owner and manager of nearly 80,000 acres of public conservation lands directly south of the proposed airport. One of the major functions of the Southern Glades Wildlife Management Area and the Model Lands area is as a wildlife habitat corridor that connects the national parks, preserves, and the state parks. The Southern Glades supports breeding populations of the endangered Cape Sable Seaside Sparrow (CSSS) and contains designated CSSS critical habitat.

The Southern Glades area (incorrectly called the C-111 wetlands in the DSEIS, page 3.6-31) has an active and expanding public use program that includes a greenway trail for hiking, biking and horseback riding. The area is also used for hunting and fishing.
The only reference made to these two District-owned areas in the DSEIS is on Page 3.6-30, *Land Use and Aesthetics, Local and Special Land Uses*. This section refers to the Miami-Dade County's Department of Environmental Resource Management's (DERM) acquisition of special lands that are "considered the most environmentally significant and the most susceptible to degradation".

The Southern Glades and Model Lands represent a very large region of high quality freshwater and coastal wetlands with similar habitat values, plants, animals and public use options as the two national parks that border the area. The exclusion of an environmental impact analysis on the Southern Glades and Model Lands, which would be geographically closer to the proposed airport than Everglades National Park, is an oversight which the District requests be remedied in the Final SEIS. The following comments focus on the specific issues which the DSEIS did not adequately evaluate regarding these District and Miami-Dade County owned lands.

A. Noise

A noise survey, comparable to that prepared for the National Parks, the Refuges and the surrounding community, should be undertaken for the Southern Glades and the Model Lands area. The Northern Boundary of the Model Lands parcel is approximately 1 mile from HAFB. The proximity of these environmentally sensitive lands to the HAFB dictates that a noise survey be completed with particular attention paid to the following:

(1) Overflights

The proposed departure and arrival flight paths show significant overflights over the Southern Glades and Model Lands. The DSEIS depicts these overflights as occurring often twice for one plane's arrival or departure. Furthermore, page 4.5-34 of the DSEIS indicates that where departure and arrival paths converge TAamb will likely increase greater than 2 hrs. The Southern Glades and Model Lands are located within this convergence zone, and thus will experience increased TAamb. The noise abatement flight paths appear to help mitigate this situation. Page 4.6-11 of the DSEIS lists the aircraft overflights data for select points in the area, but does not mention the Southern Glades and Model Lands. The increased noise level can affect wildlife, wetland dependent species, and the public's enjoyment of these lands. Therefore, the District requests that the Air Force evaluate the effects of the overflights on District-owned lands.

(2) Cape Sable Seaside Sparrow and the Southern Glades

Departure and arrival paths shown in the DSEIS appear to be very close to the CSSS critical habitat located in the Southern Glades. Page 4.11-25 of the DSEIS discusses the issue of noise effects on the CSSS. It indicates that the maximum sound (LAmax) from aircraft would be over 60 dB in 9 grid cells (2.5x2.5 miles/cell) containing CSSS populations and that in 11 cells, the TAamb would be >2hrs. The two grid cells showing the greatest noise disturbance are reported to be B46 and B47 (page 3.5-24). However, there are no grids that cover the critical habitat of the CSSS in the Southern Glades (page 3.11-24). This seems to indicate that noise analysis was not done for these populations of the CSSS even though the flight paths indicate that they may experience an even greater noise disturbance with up to 152 flights/day overhead (page 4.11-26).

Page 4.11-25 describes masking as it relates to the CSSS as noise levels from the Proposed Action that "could inhibit birds in these populations from receiving sounds from their environment that are important for their survival..." It also states, "there is little information regarding the effects of masking on (CSSS) bird populations." However, the DSEIS assumes that 60 dB is a reasonable threshold for masking to begin. Modeling indicates that there will be noise levels above 60 dB in 9 cells, which encompass 22.5 square miles of CSSS habitat. The 22.5 square miles does not include the additional area of CSSS habitat in the Southern Glades which may be adversely affected, but for which no noise grids were provided. There has been an extraordinary amount of money and effort put into saving the few remaining breeding populations of the CSSS, not only by the National Park Service and FWS, but also by the District. The lack of knowledge on the effects of noise on the CSSS and apparent omission of the Southern Glades CSSS population warrants a closer evaluation of this issue before the Final SEIS is issued

The District requests a copy of the overflight data and requests that the Air Force analyze this data to determine the noise impacts resulting from such overflights on the sensitive ecosystems present on these lands including the population of the CSSS found in the Southern Glades.

B. Fire

The SFWMD is in the process of compiling a fire management plan for the Model Lands. The Florida Fish and Wildlife Conservation Commission (FFWCC), the management agency for the Southern Glades Wildlife Management Area, has a fire management plan in place and is planning a large amount of prescribed burning in the near future. Section 590.125(3), of the Florida Statutes recognizes the necessity of prescribed burning to reduce dangerous naturally occurring vegetative fuel loads and to maintain ecological health and diversity. The statute states, in relevant part:

S. 590.125 OPEN BURNING AUTHORIZATION BY THE DIVISION.
(3) CERTIFIED PRESCRIBED BURNING; LEGISLATIVE FINDINGS & PURPOSE

(A) The application of prescribed burnings is a land management tool that benefits the safety of the public, the environment, and the economy of the state. The Legislature finds that:

1. Prescribed burning reduces vegetative fuels within wild land areas. Reduction of the fuel load reduces the risk and severity of wildfire, thereby reducing threat of loss of life and property, particularly in urban areas.

2. Most of Florida's natural communities require periodic fire for maintenance of their ecological integrity. *Prescribed burning is essential to the perpetuation, restoration, and management of many plant and animal communities. Significant loss of the state's biological diversity will occur if the fire is excluded from the fire-dependent systems. (emphasis added)*

3. The state (of Florida) purchased hundreds of thousands of acres of land for parks; preserves, wildlife management areas, forests, and other public purposes. *The use of prescribed burning for management of public lands is essential to maintain the specific resource values for which these lands were acquired. (emphasis added)*

4. As Florida's population continues to grow, pressures from liability issues and nuisance complaints inhibit the use of prescribed burning. Therefore, the Division is urged to maximize the opportunities for prescribed burning conducted during its daytime and nighttime authorization process.

The Florida Department of Agriculture and Consumer Affairs, has promulgated regulations, Chapter 5I-2, Florida Administrative Code, which prescribe the occurrence of open burning. For example, open burning is prohibited in locations where the burning would reduce visibility at a public airport.

With the number of flight paths over the Southern Glades and Model Lands as depicted in the DSEIS, the management tool of prescribed burns has the potential to reduce visibility at the proposed commercial airport in violation of Florida regulations. Any restrictions on scheduled open burns in this area, imposed due to the safety concerns at the proposed airport, may limit the ability for the SFWMD and our partners, the FFWCC and Miami-Dade County, to appropriately manage and restore this large area of high quality wetlands. Prescribed burns are needed to maintain critical habitat areas for federally endangered species and reduce the fuel build-up that contributes to dangerous wildfires along U.S.1 and Card Sound Road. In the past, wildfires in these areas have completely shut down both U.S.1 and Card Sound Road, restricting travel to and from the Florida Keys. The Forestry Service has committed to conducting prescribed fires in the area where the two roads come together to prevent future highway closures.

If the Proposed Action is selected and the proximity of the flight paths prohibits prescribed burning in the area, the environmental quality of the Southern Glades and the Model Lands may decline. In addition, the surrounding communities may be subject to an increased safety hazard. If prescribed burns are prohibited or limited, the potential for more frequent, uncontrolled, wildfires increases because the fuel build up is not being released. Accordingly, increased frequency of wildfires may impact air traffic from the Proposed Action.

Furthermore, if the wildfires occur in the dry season, muck fires will be the likely result. Muck fires can be more difficult to extinguish and produce considerably more smoke, thereby interfering with air traffic visibility. The DSEIS should take into account the effect of the prescribed burns on the Proposed Action and likewise the effects from limiting such burns

C. Land Use Aesthetics

Page 3.6-4 of the DSEIS discusses the Region of Influence for land use aesthetics. It lists national parks, preserves, state parks and recreation areas but does not mention the Southern Glades or Model Lands, except under Miami-Dade County CDMP terminology as open space and protected or unprotected vacant lands. As a result of the redevelopment activities at the former base, the Southern Glades and Model Lands can reasonably be expected to experience the same land use or aesthetic impacts as the national parks. The DSEIS should be amended accordingly.

II. WATER USE

The Miami-Dade Water and Sewer Department (MDWASD) may need to modify their existing water use permits with the District to reflect additional withdrawal facilities and/or changes in population and water use demand associated with any of the proposed redevelopment options. Other entities which currently hold water use permits for public water supply (i.e. City of Homestead and Florida City) may also have to modify existing permits and/or account for redevelopment of the former HAFB when renewing their water use permits.

Due to numerous contaminated sites associated with the Installation Restoration Programs and underground storage tanks located at the former HAFB, the SFWMD would have concerns about development of new on-site water withdrawal facilities. Any new withdrawals would have to appropriately address saline water intrusion problems that have occurred in the vicinity of the former HAFB. These issues must be addressed at the time of application for any new or modified water use permits.

III. NATURAL RESOURCES

A. Surface Water Management Plan

The DSEIS has erroneously assumed that the Mixed Use alternative will not require a master surface water management system. It should be noted that all the lands within HAFB are part of a common drainage system and any proposed redevelopment, regardless of land use, will require implementation of a master stormwater plan for the entire Base.

Although the proposed impervious area is expected to increase by 46% under the Proposed Action, the DSEIS reports that the actual runoff leaving HAFB is expected to decrease by 28% due to the master stormwater system proposed for the Proposed Action. Any of the alternatives chosen which involve redevelopment will also be required to implement a master surface water management plan. The DSEIS, however, does not take into account the need for a master surface water management plan for all the alternatives and as such does not report similar reductions in runoff discharged from HAFB (see table 4.10-2).

The DSEIS indicates that increased on-site storage of stormwater from the proposed airport's stormwater management plan will increase the migration of ammonia towards Biscayne Bay and that the ammonia will take 50 to 100 years to reach Biscayne Bay.

The Mixed Use alternative includes a potential golf course and other open space / recreational areas. The potential water quality impacts resulting from the routine fertilizer / pesticide application practices associated with these land uses has not been addressed in the DSEIS. As mentioned above, any proposed redevelopment plan will require a master stormwater management plan to reduce offsite discharges to Biscayne Bay. Consequently, the potential for ammonia migration is an issue under all the redevelopment options.

Page 4.11-4 of the DSEIS states that changes to HAFB's storm water management system could cause displacement of a population of the Spectacled Caiman on the base to relocate to the nearby wetlands. Under any of the redevelopment options, control or eradication measures should be implemented to prevent this exotic species from leaving the base and invading the surrounding ecosystem.

The discussion regarding groundwater flow simulations in Section 3.10.3 of the DSEIS does not mention the existence of tidal pumping. The tidal pumping phenomenon, while not quantified, is known to have an impact on groundwater movement into the marine environment. Tidal pumping could accelerate the movement of contamination plumes.

B. Noise

Projected increases in noise levels due to the proposed action indicate that sound levels and/or duration of exposure to sound will increase within the Biscayne National Park, Everglades National Park, Big Cypress National Preserve, and Crocodile Lake National Wildlife Reserve. At maximum use of the proposed commercial airport, an additional 1,568 acres will be within the 60 decibel contour (Day-Night Average Sound Levels). The SFWMD is concerned about potential adverse impacts (i.e., nesting, roosting, feeding, resting, etc.) to wetland dependent birds and animals or any endangered or threatened species in and around the vicinity of the HAFB or District owned lands due to the increase noise levels / duration from the proposed action.

C. Bird-Aircraft Strikes

According to the DSEIS, bird-aircraft strikes occur approximately 6 times per year. Bird strikes are projected to increase to 45 strikes per year under the Proposed Action and 14 strikes under the commercial spaceport alternative. The DSEIS should include additional information related to species distribution associated with these bird strikes. Given the number of federal and state-listed endangered and threatened bird species in the vicinity, the DSEIS should address applicable regulations or agency policies of the U.S. Fish & Wildlife Service and Florida Fish & Wildlife Commission related to the inadvertent "taking" of birds.

The SFWMD has concerns regarding the potential for increased bird use of the site resulting from both the habitat enhancement projects associated with implementation of the Mixed-Use alternative and from the Stormwater Treatment & Distribution Area project associated with the Proposed Action. The SFWMD has previously requested comments from the Federal Aviation Authority (FAA) regarding the applicability of the FAA Advisory Circular to the STDA project (see attachment #2). The SFWMD is still waiting for a response from the FAA on this issue.

D. Additional Off-Site Growth

Under the Proposed Action, the DSEIS indicates that a successful civilian commercial airport could generate additional airport-related facilities and commercial and industrial businesses beyond the property boundaries of the Base. These businesses could include car rental services, hotels, restaurants, fast-food establishments, gas stations, avionics and aircraft workshops, offices, and warehouses supporting cargo. The DSEIS estimates that an additional 2,800 acres of residential, commercial, and industrial development will result from implementation of the Proposed Action. The DSEIS also predicts additional development outside the boundaries of the Base associated with the Mixed-Use alternatives (807 – 1,731 acres) and the Commercial Spaceport (646 acres).

Further, using the aggressive rate of growth forecast by the Miami-Dade County Planning Department, the DSEIS estimates that almost 19,000 acres of vacant land and agricultural land in the south county area could be developed for residential, commercial and industrial uses by 2015.

While the DSEIS reports the potential for secondary development, it does not appear to fully evaluate the cumulative impact of the offsite development in conjunction with the Proposed Action or other alternatives. For example, future development outside the HAFB may result in wetland impacts, the loss of critically important buffer lands (agriculture, vacant land and/or wetlands) adjacent to the Biscayne National Park, loss of habitat for listed species, and increased stormwater discharges to Biscayne Bay. Much of the land surrounding the former Base is outside of the current Urban Development Boundary. However, there is concern about potential expansion of the boundary in the future to accommodate additional offsite growth, which may result in adverse water resource impacts.

The DSEIS should include additional information and evaluation regarding the potential for secondary impacts under all alternatives

E. STDA – Stormwater Treatment and Distribution Area

The DSEIS indicates that an ERP application for the Miami-Dade County proposed STDA has been submitted to the SFWMD and that the Stormwater Treatment and Distribution Area (STDA) may ultimately become part of the system for treating runoff from the former Homestead Air Force Base. Please be advised that an ERP application

for this project has not been submitted to the SFWMD. In addition, Miami-Dade County DERM staff have repeatedly indicated that this project is not intended to serve as the required water quality treatment area for development of the HAFB. Rather, the purpose of the project is to enhance Biscayne Bay by ameliorating freshwater discharges from the Military Canal.

F. Water Quality

Table 3.10-3 in the DSEIS references state water quality standards. It appears that the listed criteria refer to Class 3 Freshwater, but it should be clearly referenced as such. In addition, several inaccurate standards were included in this table. The correct measurements for state water quality for Class 3 Freshwater criteria according to Rule 62-302.530 of the Florida Administrative Code, includes

- pH is no more than 1 above or below background.
- Turbidity is less than 29 NTU's above background.
- Total Phosphorus, as a nutrient, shall not cause an imbalance in natural populations of fauna and flora
- Total Ammonia as a nutrient (see Total Phosphorus). The criterion shown is only for unionized ammonia and the units should be mg/L as NH3.
- Nitrate and nitrite as a nutrient (see Total Phosphorus).

Criteria for each of the metals listed (cadmium, copper, lead, zinc) vary depending on the degree of hardness present. Since calcium carbonate values are not listed in the table, it appears that the metal criteria given are incorrect.

Water quality standards are also referenced in other sections of the DSEIS. Consequently, please revise the water quality citations to reflect the rule provisions where appropriate. Miami-Dade water quality criteria also apply to these waters, however, this information is not included in the DSEIS.

In Table 3.10-19, the projected incremental baseline flows and loads from the Mowry and Princeton Canals, appear to be based on anticipated growth in south Miami-Dade County, regardless of the proposed action or alternatives. Were the 19,000 acres of future development referenced in Table 2.8-2 the basis for projecting the increased flows and loads to the Mowry and Princeton Canals?

For comparison purposes, Table 3.10-19 should be revised (or a new table added) to show the incremental flows and loads to Biscayne Bay from the Mowry, Princeton and Military Canal, resulting from the combined onsite and offsite development projected for the Proposed Action, Mixed-Use, and Commercial Spaceport alternatives.

IV. Miscellaneous

A. L-31E Freshwater Flow Redistribution Project

The DSEIS contains a number of references to the SFWMD's L-31E Freshwater Flow Redistribution Project The DSEIS seems to imply that the L-31E Project will provide mitigation for impacts caused by future development on or near the HAFB. Please be advised that the L-31E project is unrelated to the HAFB redevelopment. The purpose of the L-31 project is to provide some remediation for impacts caused by construction of the existing canal system. The project is not intended to facilitate or mitigate future development in southern Miami-Dade.

B. Risk Management

Section 3.7 of the DSEIS indicates that off-site migration of contamination from past hazardous material or hazardous waste releases is limited to sediment impacts in the stormwater canal system (Military Canal). With the exception of the sediment issue, the assessment/remediation activities associated with the individual SWMUs are nearing a point of closure. The DSEIS indicates that the corrective action to address the impacted canal sediments is yet undetermined. The District will continue to monitor and participate in the decision-making process with respect to the issue of appropriate corrective action regarding the impacted canal sediments.

C. NOAA Sediment Study

The NOAA sediment study referenced on page 3.10-11 of the DSEIS appears to be misidentified. Please be advised that Ed Long conducted this study.

D. Land Buffer Area

A land buffer area is discussed on pages 4.11-8 and 4.11-9. The DSEIS's conclusion that the land buffer would not provide appreciable benefits is apparently based on the assumption that the buffer plan is to set aside the land as is exists today. It should be noted that the Biscayne Bay Coastal Wetlands project includes hydrologic changes that not only restore wetland functions, but also improve runoff hydrographs into Biscayne Bay.

E. Operating Entity

The DSEIS does not address operational or maintenance responsibilities for different landowners/entities sharing proposed stormwater management facilities on the base or the integration of the existing facilities into a proposed master stormwater management plan. Regardless of which development option is selected, operation and maintenance issues associated with the existing perimeter drainage system and pump station facilities, which currently serves the Air Reserve Base and previously conveyed development parcels, must be integrated into one stormwater management master plan.

F. Watershed Issues

Several key watershed issues were identified during the Chapter 288, F.S. planning process. These items were ultimately memorialized in a Memorandum of Understanding executed between Miami-Dade County and the District. Regardless of which development option is selected, the following substantive watershed issues must be addressed in conjunction with redevelopment of the former base.

- Eliminate or significantly reduce reliance on Military Canal discharges to Biscayne Bay as the principle means of providing flood protection for the former base, and ensure that stormwater discharges resulting from future development meet the non-degradation standards required by the Bay's Outstanding Florida Water designation.
- Development of a Master Stormwater Management Plan for the base.
- Implementation of a comprehensive water quality monitoring program.
- Development of an integrated area-wide land use and water management watershed plan.

Attachment 7A

South Florida Water Management District

3301 Gun Club Road, West Palm Beach, Florida 33406 • (561) 686-8800 • FL WATS 1-800-432-2045
TDD (561) 697-2574

RES 10

January 28, 1998

Lynne Sparks Pickard
Manager, Community and
Environmental Needs Division
Federal Aviation Administration
APP-600
800 Independence Avenue, S.W.
Washington, D.C. 20591

Dear Ms. Pickard:

SUBJECT: Homestead Air Force Base (HAFB)

You and I have had occasion to discuss issues concerning the civilian redevelopment of portions of the former HAFB. I know that you are generally familiar with the project and the associated environmental impact issues. Therefore, the purpose of this letter is to seek your assistance in obtaining Federal Aviation Administration (FAA) input regarding a recently issued FAA Advisory Circular (AC No. 150/5200-33; copy attached). Among other things, this Advisory Circular provides guidance on locating certain land uses, such as surface water treatment and management areas, having the potential to attract hazardous wildlife to, or in the vicinity of, public use airports. Based upon the District's review of this information it seems to have a possible significant potential impact on the redevelopment activities

As you are probably aware, Homestead Airport is in the midst of a comprehensive state permit proceeding. The South Florida Water Management District is responsible for reviewing applications and issuing state environmental permits for the proposed civilian redevelopment of the former HAFB.

Background

Homestead Air Force Base (HAFB), Florida, was one of the bases recommended by the 1993 Defense Base Closure and Realignment Commission for realignment. The Commission's recommendations were accepted by the President and submitted to Congress on July 8, 1993. As Congress did not disapprove the recommendations in the time given under the Defense Base Closure and Realignment Act (DBCRA) of 1990 (Public Law 101-510, Title XXIX), the recommendations have become law

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January 28, 1998
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The property to be disposed of by the U.S. Air Force comprises approximately 2,055 acres, including all or parts of the airfield, aviation support, industrial, commercial, residential, and recreation areas of the base. An additional 885 acres, approximately 30 percent of the total base area, will be retained by the U. S. Government and used in military/government cantonments.

The permit applications are a request for State of Florida Environmental Resource Permits authorizing Construction and Operation of a surface water management system to serve the Homestead Regional Airport, Phase I, Beachfront Basin Project, which encompasses approximately 100 acres of the overall 331.1 acre Beachfront Basin.

A Memorandum of Understanding (MOU) between Miami Dade County (County) and the South Florida Water Management District (SFWMD) commits the County to several water resource management strategies and corrective action. Key components of the MOU require the County to utilize 1000 acres of County owned wetland property just east of the Base to design and build a Stormwater Treatment and Distribution Area (STDA) which will receive stormwater released from the Base. The STDA would be designed and constructed in phases with a pilot project (utilizing only a portion of the property) to commence construction by April of 1999. The construction of the final phase of the STDA would commence by April 2003.

In addition to identifying critical corrective actions needed to prevent or mitigate potential impacts to the water resources from reuse of the Base, the strategies in the MOU are also expected to result in a net improvement of the quality, quantity and distribution of water currently being discharged from the Base to Biscayne Bay

The Issue

It's our understanding that the guidance in the advisory circular is, for all intents and purposes, mandatory for virtually all airport facilities. The FAA concern for aviation safety is clearly understood and appreciated; however, the SFWMD is obligated at the same time to implement its water resource protection criteria. It should be noted that airport facilities receiving federal funds or needing federal Section 404 permits require "Water Quality Certification" from the State of Florida Issuance of an Environmental Resource Permit or Surface Water Management Permit from the water management district is the process used by the State of Florida to grant water quality certification. Water quality treatment, stormwater runoff attenuation and wetland protection are cornerstones of the State's Environmental Resource Permit criteria

We are concerned that strict application of the national advisory circular may not be appropriate, particularly in central and southern Florida given our extremely

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flat topography, high water tables and abundance of wetlands. Rather, it is our hope that we can work together with the FAA on a site-by-site basis in applying the circular guidance in a manner compatible with the State's Environmental Resource Permit criteria. We would like your assistance in communicating these mutual goals as we encounter the need to assist aviation authorities in design of surface water management systems to serve their projects

We need to know to what extent, if any, the referenced Advisory Circular will delay, prevent or modify the water resource protection initiatives, such as the STDAs discussed above, which have been developed in an effort to assure that civilian redevelopment of the former HAFB will not cause unacceptable adverse impacts to the water resources of the region.

Should you require further information, or have any questions, please do not hesitate to contact me at (561) 687-6256 or E-Mail me at john.fumero@sfwmd.gov.

Sincerely,

John J Fumero
Deputy General Counsel
South Florida Water Management District

JJF/ep

U S Department of Transportation

Federal Aviation Administration

Advisory Circular

Subject: HAZARDOUS WILDLIFE ATTRACTANTS ON OR NEAR AIRPORTS

Date: 5/1/97
Initiated by: AAS-310 and APP-600

AC No: 150/5200-33
Change:

1. PURPOSE. This advisory circular (AC) provides guidance on locating certain land uses having the potential to attract hazardous wildlife to or in the vicinity of public-use airports. It also provides guidance concerning the placement of new airport development projects (including airport construction, expansion, and renovation) pertaining to aircraft movement in the vicinity of hazardous wildlife attractants. Appendix 1 provides definitions of terms used in this AC.

2. APPLICATION. The standards, practices, and suggestions contained in this AC are recommended by the Federal Aviation Administration (FAA) for use by the operators and sponsors of all public-use airports. In addition, the standards, practices and suggestions contained in this AC are recommended by the FAA as guidance for land use planners, operators, and developers of projects, facilities and activities on or near airports

3 BACKGROUND. Populations of many species of wildlife have increased markedly in the last few years. Some of these species are able to adapt to human-made environments, such as exist on and around airports. The increase in wildlife populations, the use of larger turbine engines, the increased use of twin-engine aircraft, and the increase in air-traffic, all combine to increase the risk, frequency, and potential severity of wildlife-aircraft collisions

Most public-use airports have large tracts of open, unimproved land that are desirable for added margins of safety and noise mitigation These areas can present potential hazards to aviation because they often attract hazardous wildlife. During the past century, wildlife-aircraft strikes have resulted in the loss of hundreds of lives world-wide, as well as billions of dollars worth of aircraft damage Hazardous wildlife attractants near airports could jeopardize future airport expansion because of safety considerations

DAVID L. BENNETT
Director, Office of Airport Safety and Standards

APPENDIX 1. DEFINITIONS OF TERMS USED IN THIS ADVISORY CIRCULAR.

1. GENERAL. This appendix provides definitions of terms used throughout this AC.

a. Aircraft movement area. The runways, taxiways, and other areas of an airport which are used for taxiing or hover taxiing, air taxiing, takeoff, and landing of aircraft exclusive of loading ramps and aircraft parking areas

b. Airport operator. The operator (private or public) or sponsor of a public use airport.

c. Approach or departure airspace. The airspace, within 5 statute miles of an airport, through which aircraft move during landing or takeoff.

d. Concurrent use. Aeronautical property used for compatible non-aviation purposes while at the same time serving the primary purpose for which it was acquired, and the use is clearly beneficial to the airport. The concurrent use should generate revenue to be used for airport purposes (see Order 5190.6A, *Airport Compliance Requirements*, sect. 5b)

e. Fly ash. The fine sand-like residue resulting from the complete incineration of an organic fuel source. Fly ash typically results from the combustion of coal or waste used to operate a power generating plant

f. Hazardous wildlife. Wildlife species that are commonly associated with wildlife-aircraft strike problems, are capable of causing structural damage to airport facilities or act as attractants to other wildlife that pose a wildlife-aircraft strike hazard

g. Piston use airport. Any airport that would primarily serve FIXED-WING, piston-powered aircraft. Incidental use of the airport by turbine-powered, FIXED-WING aircraft would not affect this designation However, such aircraft should not be based at the airport.

h. Public-use airport. Any publicly owned airport or a privately-owned airport used or intended to be used for public purposes

i. Putrescible material. Rotting organic material

j. Putrescible-waste disposal operation. Landfills, garbage dumps, underwater waste discharges, or similar facilities where activities include processing, burying, storing, or otherwise disposing of putrescible material, trash, and refuse.

k. Runway protection zone (RPZ). An area off the runway end to enhance the protection of people and property on the ground (see AC 150/5300-13). The dimensions of this zone vary with the design aircraft, type of operation, and visibility minimum.

l. Sewage sludge. The de-watered effluent resulting from secondary or tertiary treatment of municipal sewage and/or industrial wastes, including sewage sludge as referenced in U.S. EPA's *Effluent Guidelines and Standards*, 40 C.F.R. Part 401.

m. Shoulder. An area adjacent to the edge of paved runways, taxiways, or aprons providing a transition between the pavement and the adjacent surface, support for aircraft running off the pavement, enhanced drainage, and blast protection (see AC 150/5300-13)

n. Turbine-powered aircraft. Aircraft powered by turbine engines including turbojets and turboprops but excluding turbo shaft rotary-wing aircraft

o. Turbine-use airport. Any airport that ROUTINELY serves FIXED-WING turbine powered aircraft

p. Wastewater treatment facility. Any devices and/or systems used to store, treat, recycle, or reclaim municipal sewage or liquid industrial wastes including Publicly Owned Treatment Works(POTW) as defined by Section 212 of the Federal Water Pollution Control Act (P.L. 92-500) as amended by the Clean Water Act of 1977 (P.L. 95-576) and the Water Quality Act of 1987 (P.L. 100-4). This definition includes any pretreatment involving the reduction of the amount of pollutants, the elimination of pollutants, or the alteration of the nature of pollutant properties in wastewater prior to or in lieu of discharging or otherwise introducing such pollutants into a POTW. (See 40 C.F.R. Section 403.3 (o), (p), & (q))

q. Wildlife. Any wild animal, including without limitation any wild mammal, bird, reptile, fish, amphibian, mollusk, crustacean, arthropod, coelenterate, or other invertebrate, including any part, product, egg, or offspring thereof (50 CFR 10.12, *Taking, Possession, Transportation, Sale, Purchase, Barter, Exportation, and Importation of Wildlife and Plants*). As used in this AC, WILDLIFE includes feral animals and domestic animals while out of the control of their owners (14 CFR 139.3, *Certification and Operations: Land Airports Serving CAB-Certificated Scheduled Air Carriers Operating Large Aircraft (Other Than Helicopters)*).

r. Wildlife attractants. Any human-made structure, land use practice, or human-made or natural geographic feature, that can attract or sustain hazardous wildlife within the landing or departure airspace, aircraft movement area, loading ramps, or aircraft parking areas of an airport. These attractants can include but are not limited to architectural features, landscaping, waste disposal sites, wastewater treatment facilities, agricultural or aquacultural activities, surface mining, or wetlands

s. Wildlife hazard. A potential for a damaging aircraft collision with wildlife on or near an airport (14 CFR 139.3).

2. RESERVED.

SECTION 1. HAZARDOUS WILDLIFE ATTRACTANTS ON OR NEAR AIRPORTS.

1-1. TYPES OF HAZARDOUS WILDLIFE ATTRACTANTS ON OR NEAR AIRPORTS. Human-made or natural areas, such as poorly-drained areas, retention ponds, roosting habitats on buildings, landscaping, putrescible-waste disposal operations, wastewater treatment plants, agricultural or aquacultural activities, surface mining, or wetlands, may be used by wildlife for escape, feeding, loafing, or reproduction. Wildlife use of areas within an airport's approach or departure airspace, aircraft movement areas, loading ramps, or aircraft parking areas may cause conditions hazardous to aircraft safety.

All species of wildlife can pose a threat to aircraft safety. However, some species are more commonly involved in aircraft strikes than others Table 1 lists the wildlife groups commonly reported as being involved in damaging strikes to U.S aircraft from 1993 to 1995

Table 1 Wildlife Groups Involved in Damaging Strikes to Civilian Aircraft, USA, 1993-1995

Wildlife Groups	Percent involvement in reported damaging strikes
Gulls	28
Waterfowl	28
Raptors	11
Doves	6
Vultures	5
Blackbirds Starlings	5
Corvids	3
Wading birds	3
Deer	11
Canids	1

1-2. LAND USE PRACTICES. Land use practices that attract or sustain hazardous wildlife populations on or near airports can significantly increase the potential for wildlife-aircraft collisions. FAA recommends against land use practices, within the siting criteria stated in 1-3, that attract or sustain populations of hazardous wildlife within the vicinity of airports or cause movement of hazardous wildlife onto, into, or across the approach or departure airspace, aircraft movement area, loading ramps, or aircraft parking area of airports.

Airport operators, sponsors, planners, and land use developers should consider whether proposed land uses, including new airport development projects, would increase the wildlife hazard. Caution should be exercised to ensure that land use practices on or near airports do not enhance the attractiveness of the area to hazardous wildlife

1-3. SITING CRITERIA. FAA recommends separations when siting any of the wildlife attractants mentioned in Section 2 or when planning new airport development projects to accommodate aircraft movement. The distance between an airport's aircraft movement areas, loading ramps, or aircraft parking areas and the wildlife attractant should be as follows:

a. Airports serving piston-powered aircraft A distance of 5,000 feet is recommended

b. Airports serving turbine-powered aircraft A distance of 10,000 feet is recommended

c. Approach or Departure airspace. A distance of 5 statute miles is recommended, if the wildlife attractant may cause hazardous wildlife movement into or across the approach or departure airspace

SECTION 2. LAND USES THAT ARE INCOMPATIBLE WITH SAFE AIRPORT OPERATIONS.

2-1. GENERAL. The wildlife species and the size of the populations attracted to the airport environment are highly variable and may depend on several factors, including land-use practices on or near the airport. It is important to identify those land use practices in the airport area that attract hazardous wildlife. This section discusses land use practices known to threaten aviation safety.

2-2. PUTRESCIBLE-WASTE DISPOSAL OPERATIONS. Putrescible-waste disposal operations are known to attract large numbers of wildlife that are hazardous to aircraft. Because of this, these operations, when located within the separations identified in the siting criteria in 1-3 are considered incompatible with safe airport operations.

FAA recommends against locating putrescible-waste disposal operations inside the separations identified in the siting criteria mentioned above FAA also recommends against new airport development projects that would increase the number of aircraft operations or that would accommodate larger or faster aircraft, near putrescible-waste disposal operations located within the separations identified in the siting criteria in 1-3

2-3. WASTEWATER TREATMENT FACILITIES Wastewater treatment facilities and associated settling ponds often attract large numbers of wildlife that can pose a threat to aircraft safety when they are located on or near an airport.

a. New wastewater treatment facilities FAA recommends against the construction of new wastewater treatment facilities or associated settling ponds within the separations identified in the siting criteria in 1-3 During the siting analysis for wastewater treatment facilities the potential to attract hazardous wildlife should be considered if an airport is in the vicinity of a proposed site. Airport operators should voice their opposition to such siting. In addition, they should consider the existence of wastewater treatment facilities when evaluating proposed sites for new airport development projects and avoid such sites when practicable

b. Existing wastewater treatment facilities. FAA recommends correcting any wildlife hazards arising from existing wastewater treatment facilities located on or near airports without delay, using appropriate wildlife hazard mitigation techniques. Accordingly, measures to minimize hazardous wildlife attraction should be developed in consultation with a wildlife damage management biologist. FAA recommends that wastewater treatment facility operators incorporate appropriate wildlife hazard mitigation techniques into their operating practices. Airport operators also should encourage those operators to incorporate these mitigation techniques in their operating practices.

c. Artificial marshes. Waste-water treatment facilities may create artificial marshes and use submergent and emergent aquatic vegetation as natural filters These artificial marshes may be used by some species of flocking birds, such as blackbirds and waterfowl, for breeding or roosting activities. FAA recommends against establishing artificial marshes within the separations identified in the siting criteria stated in 1-3.

d. Wastewater discharge and sludge disposal. FAA recommends against the discharge of wastewater or sludge on airport property Regular spraying of wastewater or sludge disposal on unpaved areas may improve soil moisture and quality The resultant turf growth requires more frequent mowing, which in turn may mutilate or flush insects or small animals and produce straw The mutilated or flushed organisms and the straw can attract hazardous wildlife and jeopardize aviation safety In addition, the improved turf may attract grazing wildlife such as deer and geese

Problems may also occur when discharges saturate unpaved airport areas The resultant soft, muddy conditions can severely restrict or prevent emergency vehicles from reaching accident sites in a timely manner

e. Underwater waste discharges. The underwater discharge of any food waste, e.g., fish processing offal, that could attract scavenging wildlife is not recommended within the separations identified in the siting criteria in 1-3

2-4 WETLANDS.

a. Wetlands on or near Airports.

(1) Existing Airports. Normally, wetlands are attractive to many wildlife species Airport operators with wetlands located on or nearby airport property should be alert to any wildlife use or habitat changes in these areas that could affect safe aircraft operations.

(2) Airport Development. When practicable, the FAA recommends siting new airports using the separations identified in the siting criteria in 1-3 Where alternative sites are not practicable or when expanding existing airports in or near wetlands, the wildlife hazards should be evaluated and minimized through a wildlife management plan prepared by a wildlife damage management biologist, in consultation with the U.S Fish and Wildlife Service (USFWS) and the U.S Army Corps of Engineers (COE).

NOTE. If questions exist as to whether or not an area would qualify as a wetland, contact the U.S Army COE, the Natural Resource Conservation Service, or a wetland consultant certified to delineate wetlands

b. Wetland mitigation. Mitigation may be necessary when unavoidable wetland disturbances result from new airport development projects Wetland mitigation should be designed so it does not create a wildlife hazard

(1) FAA recommends that wetland mitigation projects that may attract hazardous wildlife be sited outside of the separations identified in the siting criteria in 1-3. Wetland mitigation banks meeting these siting criteria offer an ecologically sound approach to mitigation in these situations.

(2) Exceptions to locating mitigation activities outside the separations identified in the siting criteria in 1-3 may be considered if the affected wetlands provide unique ecological functions, such as critical habitat for threatened or endangered species or ground water recharge. Such mitigation must be compatible with safe airport operations. Enhancing such mitigation areas to attract hazardous wildlife should be avoided. On-site mitigation plans may be reviewed by the FAA to determine compatibility with safe airport operations.

(3) Wetland mitigation projects that are needed to protect unique wetland functions (see 2-4.b.(2)), and that must be located in the siting criteria in 1-3 should be identified and evaluated by a wildlife damage management biologist before implementing the mitigation. A wildlife damage management plan should be developed to reduce the wildlife hazards

NOTE AC 150/5000-3, *Address List for Regional Airports Division and Airports District/Field Offices*, provides information on the location of these offices

2-5 DREDGE SPOIL CONTAINMENT AREAS FAA recommends against locating dredge spoil containment areas within the separations identified in the siting criteria in 1-3, if the spoil contains material that would attract hazardous wildlife

SECTION 3. LAND USES THAT MAY BE COMPATIBLE WITH SAFE AIRPORT OPERATIONS.

3-1. GENERAL. Even though they may, under certain circumstances, attract hazardous wildlife, the land use practices discussed in this section have flexibility regarding their location or operation and may even be under the airport operator's or sponsor's control. In general, the FAA does not consider the activities discussed below as hazardous to aviation if there is no apparent attraction to hazardous wildlife, or wildlife hazard mitigation techniques are implemented to deal effectively with any wildlife hazard that may arise.

3-2. ENCLOSED WASTE FACILITIES. Enclosed trash transfer stations or enclosed waste handling facilities that receive garbage indoors; process it via compaction, incineration, or similar manner; and remove all residue by enclosed vehicles, generally would be compatible, from a wildlife perspective, with safe airport operations, provided they are not located on airport property or within the runway protection zone (RPZ). No putrescible-waste should be handled or stored outside at any time, for any reason, or in a partially enclosed structure accessible to hazardous wildlife.

Partially enclosed operations that accept putrescible-waste are considered to be incompatible with safe airport operations. FAA recommends these operations occur outside the separations identified in the siting criteria in 1-3

3-3 RECYCLING CENTERS. Recycling centers that accept previously sorted, non-food items such as glass, newspaper, cardboard, or aluminum are, in most cases, not attractive to hazardous wildlife

3-4. COMPOSTING OPERATIONS ON AIRPORTS FAA recommends against locating composting operations on airports However, when they are located on an airport, composting operations should not be located closer than the greater of the following distances 1,200 feet from any aircraft movement area, loading ramp, or aircraft parking space, or the distance called for by airport design requirements This spacing is intended to prevent material, personnel, or equipment from penetrating any Obstacle Free Area (OFA), Obstacle Free Zone (OFZ), Threshold Siting Surface (TSS), or Clearway (see AC 150/5300-13, *Airport Design*) On-airport disposal of compost by-products is not recommended for the reasons stated in 2-3 d

a. Composition of material handled. Components of the compost should never include any municipal solid waste. Non-food waste such as leaves, lawn clippings, branches, and twigs generally are not considered a wildlife attractant. Sewage sludge, wood-chips, and similar material are not municipal solid wastes and may be used as compost bulking agents

b Monitoring on-airport composting operations. If composting operations are to be located on airport property, FAA recommends that the airport operator monitor composting operations to ensure that steam or thermal rise does not affect air traffic in any way. Discarded leaf disposal bags or other debris must not be allowed to blow onto any active airport area. Also, the airport operator should reserve the right to stop any operation that creates unsafe, undesirable, or incompatible conditions at the airport.

3-5. ASH DISPOSAL. Fly ash from resource recovery facilities that are fired by municipal solid waste, coal, or wood, is generally considered not to be a wildlife attractant because it contains no putrescible matter. FAA generally does not consider landfills accepting only fly ash to be wildlife attractants, if those landfills are maintained in an orderly manner, admit no putrescible-waste of any kind, and are not co-located with other disposal operations

Some varying degrees of waste consumption are associated with general incineration FAA classifies the ash from general incinerators as a regular waste disposal by-product and, therefore, a hazardous wildlife attractant

3 6 CONSTRUCTION AND DEMOLITION (C&D) DEBRIS LANDFILLS C&D debris (Class" IV) landfills have visual and operational characteristics similar to putrescible-waste disposal sites When co-located with putrescible-waste disposal operations, the probability of hazardous wildlife attraction to C&D landfills increases because of the similarities between these disposal activities.

FAA generally does not consider C&D landfills to be hazardous wildlife attractants, if those landfills are maintained in an orderly manner, admit no putrescible-waste of any kind, and are not co-located with other disposal operations

3-7. WATER DETENTION OR RETENTION PONDS. The movement of storm water away from runways, taxiways, and aprons is a normal function on most airports and is necessary for safe aircraft operations. Detention ponds hold storm water for short periods, while retention ponds hold water indefinitely. Both types of ponds control runoff, protect water quality, and can attract hazardous wildlife. Retention ponds are more attractive to hazardous wildlife than detention ponds because they provide a more reliable water source.

To facilitate hazardous wildlife control, FAA recommends using steep-sided, narrow, linearly-shaped, rip-rap lined, water detention basins rather than retention basins. When possible, these ponds should be placed away from aircraft movement areas to minimize aircraft-wildlife interactions. All vegetation in or around detention or retention basins that provide food or cover for hazardous wildlife should be eliminated.

If soil conditions and other requirements allow, FAA encourages the use of underground storm water infiltration systems, such as French drains or buried rock fields, because they are less attractive to wildlife

3-8. LANDSCAPING Wildlife attraction to landscaping may vary by geographic location. FAA recommends that airport operators approach landscaping with caution and confine it to airport areas not associated with aircraft movements All landscaping plans should be reviewed by a wildlife damage management biologist Landscaped areas should be monitored on a continuing basis for the presence of hazardous wildlife If hazardous wildlife is detected, corrective actions should be implemented immediately

3-9 GOLF COURSES Golf courses may be beneficial to airports because they provide open space that can be used for noise mitigation or by aircraft during an emergency On-airport golf courses may also be a concurrent use that provides income to the airport

Because of operational and monetary benefits, golf courses are often deemed compatible land uses on or near airports However, waterfowl (especially Canada geese) and some species of gulls are attracted to the large, grassy areas and open water found on most golf courses Because waterfowl and gulls occur throughout the U.S., FAA recommends that airport operators exercise caution and consult with a wildlife damage management biologist when considering proposals for golf course construction or expansion on or near airports. Golf courses should be monitored on a continuing basis for the presence of hazardous wildlife If hazardous wildlife is detected, corrective actions should be implemented immediately.

3-10 AGRICULTURAL CROPS As noted above, airport operators often promote revenue-generating activities to supplement an airport's financial viability. A common concurrent use is agricultural crop production. Such use may create potential hazards to aircraft by attracting wildlife. Any proposed on-airport agricultural operations should be reviewed by a wildlife damage management biologist. FAA generally does not object to agricultural crop production on airports when wildlife hazards are not predicted, the guidelines for the airport areas specified in 3-10.a-f. are observed; and the agricultural operation is closely monitored by the airport operator or sponsor to ensure that hazardous wildlife are not attracted.

NOTE: If wildlife becomes a problem due to on-airport agricultural operations, FAA recommends undertaking the remedial actions described in 3-10 f

a. Agricultural activities adjacent to runways. To ensure safe, efficient aircraft operations, FAA recommends that no agricultural activities be conducted in the Runway Safety Area (RSA) OFA, and the OFZ (see AC 150/5300-13)

b Agricultural activities in areas requiring minimum object clearances Restricting agricultural operations to areas outside the RSA, OFA, OFZ, and Runway Visibility Zone (RVZ) (see AC 150/5300-13) will normally provide the minimum object clearances required by FAA's airport design standards FAA recommends that farming operations not be permitted within areas critical to the proper operation of localizers, glide slope indicators, or other visual or electronic navigational aids Determinations of minimal areas that must be kept free of farming operations should be made on a case-by-case basis If navigational aids are present, farm leases for on-airport agricultural activities should be coordinated with FAA's Airway Facilities Division, in accordance with FAA Order 6750.16, *Siting Criteria for Instrument Landing Systems*.

NOTE. Crop restriction lines conforming to the dimensions set forth in Table 2 will normally provide the minimum object clearance required by

FAA airport design standards. The presence of navigational aids may require expansion of the restricted area.

c. Agricultural activities within an airport's approach areas. The RSA, OFA, and OFZ all extend beyond the runway shoulder and into the approach area by varying distances. The OFA normally extends the farthest and is usually the controlling surface. However, for some runways, the TSS (see AC 150/5300-13, Appendix 2) may be more controlling than the OFA. The TSS may not be penetrated by any object. The minimum distances shown in Table 2 are intended to prevent penetration of the OFA, OFZ, or TSS by crops or farm machinery.

NOTE: Threshold Siting standards should not be confused with the approach areas described in Title 14, Code of Federal Regulations, Part 77, (14 CFR 77). *Objects Affecting Navigable Airspace*

d. Agricultural activities between intersecting runways. FAA recommends that no agricultural activities be permitted within the RVZ If the terrain is sufficiently below the runway elevation, some types of crops and equipment may be acceptable Specific determinations of what is permissible in this area requires topographical data For example, if the terrain within the RVZ is level with the runway ends, farm machinery or crops may interfere with a pilot's line-of-sight in the RVZ

e. Agricultural activities in areas adjacent to taxiways and aprons. Farming activities should not be permitted within a taxiway's OFA. The outer portions of aprons are frequently used as a taxilane and farming operations should not be permitted within the OFA. Farming operations should not be permitted between runways and parallel taxiways.

f. Remedial actions for problematic agricultural activities. If a problem with hazardous wildlife develops, FAA recommends that a professional wildlife damage management biologist be contacted and an on-site inspection be conducted. The biologist should be requested to determine the source of the hazardous wildlife attraction and suggest remedial action. Regardless of the source of the attraction, prompt remedial actions to protect aviation safety are recommended The remedial actions may range from choosing another crop or farming technique to complete termination of the agricultural operation.

Whenever on-airport agricultural operations are stopped due to wildlife hazards or annual harvest, FAA recommends plowing under all crop residue and harrowing the surface area smooth. This will reduce or eliminate the area's attractiveness to foraging wildlife FAA recommends that this requirement be written into all on-airport farm use contracts and clearly understood by the lessee

Table 3. Minimum Distances Between Certain Airport Features And Any On-Airport Agriculture Crops.

Aircraft Approach Category And Design Group [1]	Distance In Feet From Runway Centerline To Crop		Distance In Feet From Runway End To Crop		Distance In Feet From Centerline Of Taxiway To Crop	Distance In Feet From Edge Of Apron To Crop
	Visual & 3/4 mile	< ¾ mile	Visual & 3/4 mile	< ¾ mile		
Category A & B Aircraft						
Group I	200 [2]	400	300'	400	45	40
Group II	250	400	400'	600	66	58
Group III	400	400	600	800	93	81
Group IV	400	400	1,000	1,000	130	113
Category C, D & E Aircraft						
Group I	530'	575'	1,000	1,000	45	40
Group II	530'	575'	1,000	1,000	66	58
Group III	530'	575'	1,000	1,000	93	81
Group IV	530'	575'	1,000	1,000	130	113
Group V	530'	575'	1,000	1,000	160	138
Group VI	530'	575'	1,000	1,000	193	167

1. Design Groups are based on wing span, and Category depends on approach speed of the aircraft.
   - Group I: Wing span up to 49 ft
   - Group II: Wing span 49ft. up to 78 ft.
   - Group III: Wing span 79 ft up to 117 ft
   - Group IV: Wing span 118 ft up to 170 ft
   - Group V: Wing span 171 ft. up to 213 ft
   - Group VI: Wing span 214 ft up to 261 ft
   - Speed less than 91 knots
   - Speed 91 knots up to 120 knots
   - Speed 121 knots up to 140 knots
   - Speed 141 knots up to 165 knots
   - Speed 166 knots or more
   - Category A:
   - Category B:
   - Category C:
   - Category D:
   - Category E:
2. If the runway will only serve small airplanes (12,500 lb. And under) In Design Group I, this dimension may be reduced to 125 feet; however, this dimension should be increased where necessary to accommodate visual navigational aids that may be installed. For example farming operations should not be allowed within 25 feet of a Precision Approach Path Indicator (PAPI) light box
3. These dimensions reflect the TSS as defined in AC 150/5300-13, Appendix 2. The TSS cannot be penetrated by any object. Under these conditions, the TSS is more restrictive than the OFA, and the dimensions shown here are to prevent penetration of the TSS by crops and farm machinery.

SECTION 4. NOTIFICATION OF FAA ABOUT HAZARDOUS WILDLIFE ATTRACTANTS ON OR NEAR AN AIRPORT.

4-1. GENERAL. Airport operators, land developers, and owners should notify the FAA in writing of known or reasonably foreseeable land use practices on or near airports that either attract or may attract hazardous wildlife. This section discusses those notification procedures.

4-2. NOTIFICATION REQUIREMENTS FOR WASTE DISPOSAL SITE OPERATIONS The Environmental Protection Agency (EPA) requires any operator proposing a new or expanded waste disposal operation within 5 statute miles of a runway end to notify the appropriate FAA Regional Airports Division Office and the airport operator of the proposal (40 CFR 258, *Criteria for Municipal Solid Waste Landfills*, section 258.10, *Airport Safety*). The EPA also requires owners or operators of new municipal solid waste landfill (MSWLF) units, or lateral expansions of existing MSWLF units that are located within 10,000 feet of any airport runway end used by turbojet aircraft or within 5,000 feet of any airport runway end used only by piston-type aircraft, to demonstrate successfully that such units are not hazards to aircraft.

a. **Timing of Notification.** When new or expanded MSWLFs are being proposed near airports MSWLF operators should notify the airport operator and the FAA of this as early as possible pursuant to 40 CFR Part 258. Airport operators should encourage the MSWLF operators to provide notification as early as possible

NOTE: AC 150/5200-33 provides information on these FAA offices

b. **Putrescible Waste Facilities.** In their effort to satisfy the EPA requirement, some putrescible-waste facility proponents may offer to undertake experimental measures to demonstrate that their proposed facility will not be a hazard to aircraft. To date, the ability to sustain a reduction in the numbers of hazardous wildlife to levels that existed before a putrescible-waste landfill began operating has not been successfully demonstrated. For this reason demonstrations of experimental wildlife control measures should not be conducted in active aircraft operations areas

c. **Other Waste Facilities.** To claim successfully that a waste handling facility sited within the separations identified in the siting criteria in 1-3 does not attract hazardous wildlife and does not threaten aviation, the developer must establish conveniently that the facility will not handle putrescible material other than that as outlined in 3-2. FAA requests that waste site developers provide a copy of an official permit request verifying that the facility will not handle putrescible material other than that as outlined in 3-2. FAA will use this information to determine if the facility will be a hazard to aviation

4-3. NOTIFYING FAA ABOUT OTHER WILDLIFE ATTRACTANTS. While U. S. EPA regulations require landfill owners to provide notification, no similar regulations require notifying FAA about changes in other land use practices that can create hazardous wildlife attractants. Although it is not required by regulation, FAA requests those proposing land use changes such as those discussed in 2-3, 2-4, and 2-5 to provide similar notice to the FAA as early in the development process as possible. Airport operators that become aware of such proposed development in the vicinity of their airports should also notify the FAA. The notification process gives the FAA an opportunity to evaluate the effect of a particular land use change on aviation safety

The land use operator or project proponent may use FAA Form 7460-1, *Notice of Proposed Construction or Alteration* or other suitable documents to notify the appropriate FAA Regional Airports Division Office

It is helpful if the notification includes a 15-minute quadrangle map of the area identifying the location of the proposed activity. The land use operator or project proponent should also forward specific details of the proposed land use change or operational change or expansion. In the case of solid waste landfills the information should include the type of waste to be handled, how the waste will be processed, and final disposal methods

4-5. FAA REVIEW OF PROPOSED LAND USE CHANGES.

a. The FAA discourages the development of facilities discussed in section 2 that will be located within the 5,000/10,000-foot criteria in 1-3

b. For projects which are located outside the 5,000/10,000-foot criteria, but within 5 statute miles of the airport's aircraft movement areas, loading ramps, or aircraft parking areas, FAA may review development plans, proposed land use changes, operational changes, or wetland mitigation plans to determine if such changes present potential wildlife hazards to aircraft operations. Sensitive airport areas will be identified as those that lie under or next to approach or departure airspace. This brief examination should be sufficient to determine if further investigation is warranted.

c. Where further study has been conducted by a wildlife damage management biologist to evaluate a site's compatibility with airport operations, the FAA will use the study results to make its determination.

d. FAA will discourage the development of any excepted sites (see Section 3) within the criteria specified in 1-3 if a study shows that the area supports hazardous wildlife species.

4-6. AIRPORT OPERATORS. Airport operators should be aware of proposed land use changes, or modification of existing land uses, that could create hazardous wildlife attractants within the separations identified in the siting criteria in 1-3. Particular attention should be given to proposed land uses involving creation or expansion of waste water treatment facilities, development of wetland mitigation sites, or development or expansion of dredge spoil containment areas

a. **AIP-funded airports.** FAA recommends that operators of AIP-funded airports, to the extent practicable, oppose off-airport land use changes or practices (within the separations identified in the siting criteria in 1-3) that may attract hazardous wildlife. Failure to do so could place the airport operator or sponsor in noncompliance with applicable grant assurances. FAA recommends against the placement of airport development projects pertaining to aircraft movement in the vicinity of hazardous wildlife attractants. Airport operators, sponsors, and planners should identify wildlife attractants and any associated wildlife hazards during any planning process for new airport development projects.

b. **Additional coordination.** If, after the initial review by FAA, questions remain about the existence of a wildlife hazard near an airport, the airport operator or sponsor should consult a wildlife damage management biologist. Such questions may be triggered by a history of wildlife strikes at the airport or the proximity of the airport to a wildlife refuge, body of water, or similar feature known to attract wildlife.

c. **Specialized assistance.** If the services of a wildlife damage management biologist are required, FAA recommends that land use developers or the airport operator contact the appropriate state director of the United States Department of Agriculture/Animal Damage Control (USDA/ADC), or a consultant specializing in wildlife damage management. Telephone numbers for the respective USDA/ADC state offices may be obtained by contacting USDA/ADC's Operational Support Staff, 4700 River Road, Unit 87, Riverdale, MD, 20737-1234, Telephone (301) 734-7921, Fax (301) 734-5157. The ADC biologist or consultant should be requested to identify and quantify wildlife common to the area and evaluate the potential wildlife hazards

d. **Notifying airmen.** If an existing land use practice creates a wildlife hazard, and the land use practice or wildlife hazard cannot be immediately eliminated, the airport operator should issue a Notice to Airmen (NOTAM) and encourage the land owner or manager to take steps to control the wildlife hazard and minimize further attraction

002629

1007 West Avenue M-14, Suite C, Palmdale, CA 93551-1443

7 March 2000
By facsimile and FEDEX
Three (3) pages total

AFBCA/EX
1700 N. Moore Street, Suite 2300
Arlington, VA 22209-2802
Facsimile: (703) 696-8828

Dear Sir or Madam,

Space Access, LLC reviewed the Draft Supplemental Environmental Impact Statement for Disposal of Portions of the Former Homestead Air Force Base, Florida and has the following general comments. Attached are specific question regarding the accuracy of some information.

Space Access is disappointed by the proposed action. It is very clear from reading the Summary and the detailed report that the Commercial Spaceport Alternative showed as much socioeconomic benefit as the proposed alternative by 2005 however was a lesser impact in 2015. If a combined spaceport/airport alternative is used for comparison, an equivalent positive growth and benefit is projected out to 2015 as well. These positive socioeconomic benefits are significant in light of drastically less negative environmental effects under the Commercial Spaceport Alternative and significantly less negative effects under a combined spaceport/airport option. Space Access is unsure what criteria is used to establish the proposed action in light of the well documented information presented in the summary and detailed report. It would appear the concerns of the environmental groups that instigated this supplemental study are substantiated in that the decision is being made without regard to the negative environmental effects from the proposed action. The Commercial Spaceport Alternative is shown to be a viable alternative with significantly less negative impacts and yet it was not chosen as the proposed action. No reason or rationale for the proposed action is given vice the Commercial Spaceport Alternative.

Space Access asks the Air Force and the Federal Aviation Administration to reconsider the proposed action in light of national geographic considerations. Geographically the site at Homestead is the best site along the entire East coast of the United States for the establishment of a commercial spaceport and hypersonic gateway for horizontal takeoff and landing vehicles as proposed in this study. Routine use of the atmosphere and space for long distance travel in minutes or hours is within reach in the next decade. The introduction of this capability makes sense in a semi remote but accessible location like Homestead. Space launch and space travel at other sites along the east coast is certainly possible as seen with existing capability at Cape Canaveral / Kennedy Space Center in Florida and at Wallops Island in Virginia. However, several unique situations are presented by the use of Homestead as a commercial spaceport. First is the current availability of a long runway within two miles of open ocean. Nowhere else on the east coast is it likely a major airport will become available that is so close to the ocean.

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Secondly, as described in the document, the low latitude of Homestead makes this a very desirable location to launch satellites into geosynchronous orbits. Runways further to the south in Key West Florida are not long enough to support such an operation so this runway environment is unique in all of the United States. Third, the fact Homestead is so close to both the Atlantic Ocean and the Gulf of Mexico also presents unique advantages for the safe recovery of orbital vehicles. During reentry operations the ability to initially target a large open body of water short or long of the landing point presents great flexibility and therefore safety. Homestead is the only site in the United States that has this potential. Lastly, the ability to locate across a metropolitan area that is one of the World's top cargo and passenger service hubs makes Homestead ideal as the first hypersonic gateway for high speed travel to Europe, Africa, and South America. Hypersonic speed travel, up to 6 times the speed of sound, may be developed first for small packages and parcels and expand later to human capability as the service matures. This service will certainly develop in an existing cross road of transportation. Miami as a deep-water port, rail port, trucking center and airline passenger hub is certainly a location where the next generation of transportation services will develop. No other location in the United States offers such unique and compelling geographic considerations as these. It appears a site so well suited for this capability should be protected and preserved to allow it to fulfill this unique mission.

Just as the natural parks surrounding Homestead deserve to be better protected from harm this site of national importance for future travel capability should be preserved to fulfill its role as the first United States gateway for hypersonic and space travel.

Very truly yours,

SPACE ACCESS, LLC

Ronald K. Rosepink
Director, Launch System Operational Development

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Specific questions concerning detailed information presented in the draft.

1. Page 72-73 of the Summary shows 45 bird-aircraft strikes per year by 2015 under the proposed action and 141 bird-aircraft strikes per year for the Commercial Spaceport Alternative. These figures appear reversed since many more bird-aircraft strike hazards will occur with the higher activity rates associated with a commercial airport than will occur under the spaceport alternative.

2. Page 81 of the Summary under Biological Resources states, "Fuel from spacecraft accident likely to burn," and "Fuels spilled in event of spacecraft accident likely to burn." Space Access would like to clarify that in the case of cryogenic fuels like Liquid Hydrogen and Liquid Oxygen that these fluids will either be consumed in a rapid flash and fireball or will vaporize rapidly and dissipate into the atmosphere. This dissipation may or may not cause other burning in the presence of a flame or ignition source.

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ORCA

002630

OCEAN REEF COMMUNITY ASSOCIATION

March 6, 2000

Homestead SEIS
1700 North Moore Street, Suite 2300
Arlington, VA 22209-2802

Re: Homestead Supplemental Environmental Impact Statement

Dear Sir:

Please find attached the Ocean Reef Community Association's Comments to the Supplemental Environmental Impact Statement for reuse of Homestead Air Force Base. Also attached is an 11 page letter from Donald J. Barry, Assistant Secretary, Fish and Wildlife and Parks regarding the U.S. Department of the Interior's comments to same. It is requested that you consider both of these documents as our comments to the SEIS.

Please feel free to call me.

Sincerely,

David C. Ritz,
Community Administrator

DCR:sp

Enclosures

24 Dockside Lane #505 • Key Largo, Florida 33037
(305) 367-3067 • Fax: 305-367-4246 • orca@mirnet.com

OCEAN REEF COMMUNITY ASSOCIATION'S
COMMENTS TO THE
SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT (SEIS)
FOR RE-USE OF HOMESTEAD AIR FORCE BASE

Introduction

The Ocean Reef Community was founded in the mid-1940's at the northern end of Key Largo Island. Ocean Reef has over 3,000 residents who specifically chose this location for its peace, tranquility and for the natural beauty of this remote island area. In addition to the tranquility, residents come to Ocean Reef to enjoy the undisturbed wildness and beauty of the surrounding natural areas, bays and ocean, including Biscayne National Park, Everglades National Park and the Florida Keys National Marine Sanctuary.

The Ocean Reed Community is strongly opposed to the Proposed Action to turn the air base into a full-scale commercial airport. Since inception, the Ocean Reef Community Association (ORCA) and its members have worked to ensure that the development has minimal impact on the natural environment. We have worked to achieve a quality of life, based on maintaining and preserving the natural beauty and functioning of the biological resources surrounding Ocean Reef. Numerous investments such as a sewage treatment plant, a waterway aeration system and other projects, as well as providing strong support for creation of the National Marine Sanctuary, demonstrate the Community's commitment to protecting adjacent waters and nearby coral reefs. Ocean Reef demands that the development of the Air Base strive to achieve similar harmony with the natural environment. The Proposed Action, however, cannot be developed without numerous adverse impacts to the environment and nearby communities.

Unfortunately and mistakenly, the draft SEIS discounts the numerous impacts to Ocean Reef and the other communities surrounding the air base. It appears that the overall conclusion of the draft SEIS is that since these surrounding areas are already impacted by military aircraft operations, it would be acceptable to increase operations by developing a commercial airport. Because this situation may be perceived as bad now, that is no justification to make it worse.

The increase in aircraft operations from the approximately 54 daily operations now conducted at the air reserve base to an estimated 630 daily operations at the maximum buildout of the airport demonstrates the sheer magnitude of the change and highlights the gravity of impact to the surrounding communities including Ocean Reef. These impacts are unacceptable because the Proposed Action would greatly diminish the quality of life at Ocean Reef and would destroy the tranquility of the community and the surrounding natural environment.

The current operations at the air base have a minimal impact on the Ocean Reef Community. This is likely due to the typical flight paths, faster rates of ascent

The current operations at the air base have a minimal impact on the Ocean Reef Community. This is likely due to the typical flight paths, faster rates of ascent and higher altitudes maintained by the few military aircraft that may pass near Ocean Reef. The military flights also are of shorter duration and certainly less frequent, although they can be louder As explained in the draft SEIS,[1] the only direct departure track of military and government operations that now may pass over Ocean Reef are those associated with a small portion of the infrequent west departures. As noted in the SEIS, west departures make up less than 10% of the total operations now conducted at the air base. To endure a small number of flights in the name of national defense may be tolerable, but to suffer a ten-fold increase in flights, and increased noise, in the name of commerce would be intolerable

Preferred Alternative

The SEIS notes several areas where the impacts of the Proposed Action are severe compared to the mixed-use alternatives. The airport proposal will encroach on agricultural land through related off-site development,[2] whereas the mixed-use alternatives are not expected to affect agricultural land because secondary development will be limited and could be accommodated within the areas already identified for development in the County's Comprehensive Development Master Plan.[3] The Proposed Action would be very intrusive to nature activities such as nature-viewing, sea-kayaking, backwater fishing and sailing.[4] The aircraft emissions associated with the Proposed Action would be the largest contributor to the total emissions inventory.[5] The emissions from the mixed-use alternative will be a fraction of those from the proposed airport.[6]

Additionally, the tourist industry related benefits of the mixed use alternatives, i.e., providing a golf course, hotel and aquarium and other eco-tourist based attractions, is more in keeping with the present situation in southern Miami-Dade County. It seems incongruous to at one time try to attract tourists and visitors to national parks and numerous local parks and attractions, but at the same time promote the development of an airport which will severely detract from the natural beauty of these areas. There have also been efforts to promote eco-tourism directed at the rural and agrarian nature of the Redlands area, but the numerous, almost constant commercial overflights will drive people away.

The Ocean Reef Community does, however, support the mixed-use alternatives, particularly the Collier/Hoover Plan. These alternatives will provide much needed economic development for southern Miami-Dade County without adverse

[1] SEIS at p.2 1-10-12
[2] SEIS at p 1 6-17
[3] SEIS at p 4 6-19
[4] SEIS at p 4 6-21
[5] SEIS at p 4 8-3
[6] SEIS at p.4.8-17

environmental impacts associated with the Proposed Action We support creating jobs to help continue the recovery from Hurricane Andrew, but the benefits should outweigh the environmental costs. Such would not be the case with the Proposed Action.

Adverse Impacts of Proposed Action

Obviously, the noise impacts of the proposed airport development are the most troubling to the Ocean Reef Community; however, numerous other adverse impacts also cause concern. The commercial airport is likely to result in much secondary development impacts because of the numerous support industries such as hotels, rental car lots, and aircraft maintenance facilities that will be needed for a commercial passenger and cargo airport. Accordingly, the rural and agrarian nature of the southern Miami-Dade County is likely to receive the greatest threat from the Proposed Action. Increased traffic from the airport proposal will also impact the surrounding area and increase the hurricane evacuation times for the Florida Keys and Ocean Reef. The ability of Ocean Reef residents to enjoy the surrounding natural environment will be impacted because the airport will adversely impact the air and water quality of the environment. Increased pressure will be put on the various biological resources including the groundwater, the source of potable water for Monroe County as well as Miami-Dade County. Wildlife, including numerous threatened and endangered species, also will be adversely impacted.

Noise Impacts

The adverse impacts of the Proposed Action are particularly troubling to ORCA and its members because they strive to preserve the peace and tranquility of their community. Preservation of peace and quiet, in fact, is one of the stated purposes of Ocean Reef Community Association and Ocean Reef does much to mitigate on-site noise. Slow vehicle speed limits are enforced within the Community and most residents use quiet electric vehicles once inside the Community. ORCA also enforces maximum decibels levels on certain machines used by residents. Ocean Reef is not located near any highways or roads, but is at the dead-end of the only public highway accessing the Community. These actions help to preserve the natural quiet of the area, as well as air quality.

The increased noise impacts to surrounding neighborhoods, particularly Ocean Reef, are surpassed in number only by their severity. Noise impacts of the airport alternative on Ocean Reef include: the addition of night and weekend aircraft operations; the addition of high use flight paths directly over Ocean Reef; an increase in the average sound level; an increase of time above ambient noise levels and increases in noise above the level at which speech is impaired.

Eventual construction of a second runway would entail 507 aircraft operations per day directly over Biscayne National Park. This amounts to a 19-fold increase

over current level of operations. Additionally, if mitigation measures are put in place to lessen the impacts in Biscayne and Everglades National Parks, this will only serve to increase the noise impacts experienced by Ocean Reef and other communities.

The noise data provided to evaluate the impacts to Ocean Reef and other surrounding communities is totally inadequate. The SEIS relies too heavily on one noise metric, the day-night average sound level (DNL), to evaluate the impact to communities.[7] By using this metric, the SEIS mistakenly concludes that, despite numerous increases in decibels levels, the increases will not be significant because the average noise will be below 60 decibels and not above ambient noise levels. This conclusion is made despite admitting that the DNL for Ocean Reef will increase from 35 to 39 decibels.

The report callously concludes that since the time above 65 decibels (the level at which human speech interference occurs or a person is awakened) will not increase, the noise impacts to communities such as Ocean Reef will not be significant. First of all, this level will be exceeded at Ocean Reef as discussed later but, in any event, this 65 decibel standard is too high. This flaw is highlighted in the discussion of community noise in Section 4.5.2.1 which only shows DNL contours above 60 decibels. Although this may be a federal standard, discounting any increases in noise below 60 decibels discounts the annoyance and nuisance to be created by these aircraft operations outside the DNL contours. The residents of Ocean Reef should not have to suffer noise levels high enough to impair speech to have the impact on their community deemed "significant". The question should not be how much noise people can tolerate but how much change this new airport will bring. Under the proposed data, our Community and the two parks will experience substantial increases in the timing, duration, frequency and level of adverse noise. It is not a sound justification to increase the amount of the noise a community will experience, simply because this area already experiences some aircraft noise.[8]

Table 4.5-5 shows three metrics for community noise but these metrics discount the enormous impact to be felt by the neighboring communities and Ocean Reef. This table shows DNL, maximum noise (LAmax) and a metric for Time Above 65 decibels. The SEIS discounts the increase in DNL as insignificant yet it is an increase above existing conditions which will bring annoyance to Ocean Reef.

The SEIS concludes that LAmax will not be increased because the loudest aircraft that will operate under the Proposed Action are the military aircraft

[7] SEIS at p 2.9-17.
[8] Table 3.5-4 shows that the current noise levels for Ocean Reef are already impacted by the Air Base The difference between the ambient levels for Ocean Reef and northern Key Largo may show that existing impact The ambient level for Ocean Reef is 35 whereas at north Key Largo it is 22 A plausible explanation for the difference would be the existing air base impacts Ocean Reef should not have to endure increased impacts merely because they already experience some minor aircraft noise impacts

operating today. The SEIS statement that the military aircraft will be the loudest provides no solace because military operations will be the most infrequent and of shortest duration, and Ocean Reef experiences very little impact from the military aircraft today. Furthermore, the LAmax metric does not show increases in duration or frequency – such increases will be significant – and the SEIS admits that the LAmax level may not occur as frequently as once daily. The report's conclusion regarding LAmax contradicts a later statement that "LAmax increases, on the whole, would occur in areas farther from the airport where civilian and military flight tracks diverge…"[9] areas such as Ocean Reef where commercial aircraft will travel directly overhead.[10]

Likewise, the SEIS's use of the metric, Time Above 65 decibels, again discounts the impact that will be experienced by Ocean Reef. A more accurate metric should be the time above ambient (TAamb) which was used to analyze the noise in the neighboring national parks. The SEIS's characterization of ambient sound levels is flawed resulting in ambient sound levels in the Time Above Ambient calculations that are far too high. Accordingly, far less time is characterized as above ambient than should be. Moreover, noise impacts in the parks are underestimated and otherwise mischaracterized. Even with these flaws the TAamb measurements taken in grids in Biscayne National Park (BNP) and Crocodile Lake National Wildlife Refuge (NWR) shows significant increases. Although data for Ocean Reef is not provided, analysis of the grids closest to Ocean Reef, show TAamb increases of at least 10 to 30 minutes.[11] Also, in the northern areas of the NWR, just south of Ocean Reef, the TAamb increases are expected to be 30 to 62 minutes.[12] The Time Above Ambient increase as indicated in Table 4.5-8 shows an increase at site MD in Biscayne National Park of 14 minutes and at site MW in NWR of 47 minutes. These are significant increases that will adversely affect the Ocean Reef Community.

Table 4.6-1, which contains predictions of noise impacts at specific locations in BNP, further illustrates the adverse impacts likely to be experienced by Ocean Reef (again, we must rely on this Park data since the report provides no such similar data for any communities or for Ocean Reef). Three of the study locations (MH, ME and MW) in BNP and the NWR are within a few miles of Ocean Reef and are a good representation of the impacts that Ocean Reef will suffer from civilian air operations. This Table shows that current daily operations over these sites only number approximately twelve, whereas by 2015, the civilian operations of just the four planes discussed in the Table will show a three-to-four-fold increase in operations. This table only tells part of the story, however, because there will be additional aircraft and flights over these areas, but as the

[9] SEIS at p 4.5-24
[10] SEIS, figures 2 2-2, 3, 2.11-1,2,3.
[11] The text of the report, however, mistakenly states that the increase is only 1 to 10 minutes. If you compare Figure 4.5-17 with Figure 3.5-16, as the SEIS recommends, you see TAamb increases of 10 to 30 minutes in the areas within a few miles of Ocean Reef
[12] SEIS at p. 4 5-32-34, figure 4.5-16

report admits, the planes modeled in this Table are the planes predicted to be the main users of the airspace over BNP, and accordingly also over Ocean Reef Hundreds of operations per day will fly over Southern BNP and Ocean Reef.

The impacts at these points in close proximity to Ocean Reef show noise levels up to 81 dB. All the decibel levels for the few planes contained in Table 4.6-1 range from at least 44 to 81 dB, well above the 35 dB level currently experienced in Ocean Reef. All the high-end decibel levels provided in this Table exceed 65 decibels. Clearly, Ocean Reef will experience frequent daily noise levels from civilian aircraft over the level where speech is impaired.

This combination of the Park's close proximity and the significant increase in Homestead's aircraft operations would be expected to result in a large increase in noise levels in the Park and a significant new noise problem. But the SEIS neither predicts significant noise level increases nor concludes that the proposed airport will cause a significant noise problem for the Park.

This is because the SEIS' analysis is flawed and its conclusion is incorrect. Most significantly is the baseline noise levels utilized by the SEIS are far too high and accordingly impacts from the massive new influx of aircraft greatly underestimated. If, in fact, proper baseline measurements had been used, the noise impacts of the proposed airport would be inescapable; the airport will result in aircraft noise virtually all of the day. Similarly, the sum result of the SEIS' flaws is to deny to the public and decision-makers information needed to make an independent judgement about the severity of noise impact in the Park.

Close examination of the flight path information further illustrates the impacts to Ocean Reef. The departure outer fixes for the paths over Ocean Reef are WINCO, EEONS and MNATE. These three fixes are for east departures.[13] The appendix shows that these fixes will receive a tremendous amount of civilian air traffic.[14] The report says that the area under the flight path to MNATE is forecast to experience longer Time Above Ambient exposures (perhaps one hour or more) by the year 2015.[15] The SEIS goes on to state that the Time Above Ambient is likely to grow to exceed an hour or more under the principal flight tracks leading to and from Homestead Air Base during the easterly flow. The report also states that other areas previously affected would continue to experience a lengthening of the period of exposure in Time Above Ambient as the number of operations are increased. These flight paths which are predicted to be used 90% of the time will cross over or near Ocean Reef in many instances.

[13] SEIS, figure 2 2-2
[14] SEIS, App E, p II=13
[15] SEIS, at p.4.5-32

The MW sample point in NWR is also under the MNATE fix for east departures and several easterly approach routes.[16] The SEIS further describes this site as under the takeoff paths for jets departing to the east for *most* destinations.[17] The SELs generated by the principal aircraft to fly over the MW site near Ocean Reef in future years, i.e., commercial flights, is projected to range from 69 to 81 dBA. This shows that Ocean Reef will suffer repeated, daily noise impacts above the level that awakens a sleeping person. This contradicts the SEIS's conclusion that the Time Above 65 for Ocean Reef will be less than one minute.[18]

Additionally, the draft SEIS discusses an attempt to mitigate the noise impacts on the parks and refuges as "noise sensitive" areas.[19] The Ocean Reef Community concurs that these natural areas are noise sensitive but would add that their community as well as others should be afforded the same protections despite the fact that humans can tolerate, and to some degree should tolerate, the noise associated with services they use. It must be remembered, however, that people living in southern Miami-Dade County, Ocean Reef and in other areas of northern Monroe County have chosen to live in these areas, and have invested in these communities, specifically because they do not experience the noise, congestion and other ill-effects of dense suburban development.

Furthermore, the SEIS concludes that you cannot help the noise-sensitive national parks without hurting other nearby areas. This further illustrates that the airport proposal is a bad idea. Other problems include that mitigation may not be practicable – the proximity of other major airports limits the amount of mitigation. Also, airlines will resist taking flight paths which will cost them time and money.

Another example of the adverse impact of aircraft noise due to the increased frequency and duration is contained in the SEIS statement that the likelihood of detecting the presence of aircraft is expected to increase proportionately with the increase in civil aircraft operations in areas where ambient levels are already low.[20] Because of Ocean Reef's tranquility and remoteness, the increase in civil aircraft operations certainly will be detected more easily and frequently.[21]

In defense of the airport, one might argue that all residential areas experience some ambient noise which can approach the decibel levels associated with the aircraft operations of the commercial airport. These localized noise events such as lawn mowers, boats and air conditioners can be readily mitigated and

[16] SEIS, App E, p.IV-12
[17] SEIS, APP.E, p.IV-14
[18] SEIS, APP E, p.IV-18
[19] SEIS, at p 2 11-3
[20] SEIS at p 4 5-34
[21] In Section 3 5, the SEIS tries to further discount the adverse effects of aircraft by noting the high level of some natural sounds Natural sounds, such as insect noise with decibels levels on the order of 45, that may approach the decibel levels of overhead aircraft noise is no justification to allowing increased noise to be introduced into the natural environment Natural sounds, although loud, are unavoidable, are not as pervasive and are certainly preferable to aircraft noise

avoided, but the aircraft noise that will accompany the airport development will not be avoidable. The noise will be continually present with regularly scheduled flights *for at least* 16 hours each day, every day, all year long.

It is no comfort to state as a mitigating factor that the noisiest planes are likely to be out of service by 2015. Even if this were true, fifteen years of aircraft noise is a huge burden to endure. Additionally, it is likely that the cargo traffic and the airlines from the foreign nations that are likely to frequent this airport are likely to maintain these noisier aircraft for many years beyond 2015. The SEIS seems to ignore the information in its own appendix regarding the use of older aircraft. In the Airport Planning Technical Report, Landrum & Brown state the use of the noisiest plane, the 727, and the MD-80 will remain essentially constant for cargo flights through the year 2038.[22]

The conclusions of the report also ignore numerous points regarding increases in airport noise. One example is the contour of SEL noise associated with the Boeing 727-200.[23] This contour shows sound levels at approximately 80 dB going over Ocean Reef. Unfortunately, the 727 is one of the more popular planes likely to be used at the proposed civilian airport. Also, many of the flights from the proposed airport will be in the single-engine general aviation aircraft which, although having quieter engines, fly at lower altitudes, therefore having equal noise impacts to people on the ground.[24] There is no indication that these small planes will become any quieter. Furthermore, the duration of noise from these aircraft will be greater since they move at much slower speeds.

Ocean Reef will suffer this huge burden even without considering the impact of a second runway. The Miami-Dade County Master Plan predicted a second runway by 2005. Obviously, this date will not be met because of delays already experienced, but Miami-Dade County" projection puts the SEIS prediction of 2038 in serious doubt. Regardless of the date, a second runway is expected and will only serve to double the already severe impacts Ocean Reef will endure if the Proposed Action goes forward.

Stormwater

Depending on the methods used to manage stormwater generated by the Proposed Action, the acreage developed could generate an estimated 23,000 additional acre-feet of runoff by 2015 (Table 4.10-6). From the airport alone, nutrient inputs, ammonia, nitrate plus nitrite and phosphorus will increase. These increases are substantial and would lead to increased concentrations in the water column of Biscayne National Park. Because the seagrass communities of Biscayne Bay have adapted to low nutrient conditions, the increased nutrient concentrations would lead to significant alteration and degradation of these

[22] SEIS, App. A, Table 1-12
[23] SEIS, figure 4 5-7
[24] SEIS, at p. 1.6 10 12

resources. For example, the increased nutrient concentrations would enhance the productivity and growth of phytoplankton, macroalgae and seagrass epiphytes, especially in the most highly impacted inner portions of Biscayne Bay. This process of nutrient over-enrichment leads to decreased productivity of seagrasses and ultimately results in seagrass die-off, especially turtle grass.

Although the off shore coral reef communities of Biscayne National Park are relatively removed from the direct effects of the stormwater discharges, the significant increases in stormwater nutrient loadings, combined with the projected increases in atmospheric deposition of nitrogen resulting from the airport activity will contribute to accelerated demise of coral reef communities over broad areas of the park and the Florida Keys. These off-shore reefs have no additional capacity for safe dilution of the projected increases in nutrient loads from either stormwater runoff or atmospheric deposition of nitrogen.

We are additionally concerned that the SEIS significantly underestimates the travel time for ground waters between the airport and the bay. It appears this underestimation is in the magnitude of travel time being in the time-scale of days or weeks rather than decades or centuries. Accordingly, the high rates of lateral ground water flow would greatly increase the chemical loading to Biscayne Bay by orders of magnitude above that estimated in the SEIS.

In addition the design standards for the Storm Water Management Plan are inadequate because they use unreasonably conservative storm rainfall figures, unreasonably high evaporation amounts, unreasonable base levels for the present and the future, and do not use reasonable storm water levels outside the catchment areas. The persistence of elevated regional groundwater levels following major rainfall events is not recognized.

The SEIS does not present a true picture of the topographic elevation of the Homestead Base site, the adjacent areas of proposed future off site development and the adjacent areas to the east toward Biscayne Bay. The ground water issues and wetland areas are not properly addressed. The SEIS mischaracterizes the geological nature of the site. It also misrepresents how the rainwater caught in the catchment areas will move out into the groundwater or surface water areas. The ground water pollution assessment seems not valid as it assumes that the soils and minerals at the pore margins will absorb the pollutants. Finally, the historical and future rise in sea levels must be incorporated into the evaluation of surface water and ground water dynamics.

Water Quality

As a general matter, the SEIS does not readily distinguish between "ecological pollutants" and heavy metals or organic chemical pollutants. As a result, the SEIS does not sufficiently describe the variety of water quality impacts that can be expected from nutrient run off into Biscayne Bay. The SEIS made several

striking inaccurate generalities and critical omissions with respect to inorganic nutrients and BOD issues. Though the SEIS did present some phosphorus data, there was never any substantive discussion about the implications of the Proposed Action to phosphate loading to Biscayne Bay. This is a major oversight because Biscayne Bay is a phosphorus limited ecosystem and as a result it is extremely sensitive to the loading of phosphorus.

It is questionable how the SEIS can conclude that chemical loading via ground water will only be proportional to changes in the ground water flow without including a "concentration increase" scenario. The degree to which contaminant concentrations will change as ground water flux and/or loading increases cannot be simply extrapolated without empirical evidence. It is also questionable how the SEIS can make a no-impact conclusion about fuel or other chemical spills, particularly given the proximity of the base to Biscayne Bay and susceptibility to storm surge flooding. It is further questionable how the SEIS can make any conclusions based on the assumption that nutrient or pollutant loading to Biscayne Bay will be the same for on site and off site development. This requires extrapolations and projections into the future that have no empirical basis in the SEIS.

The SEIS discussion on impacts on biological resources (4-11) is surprisingly lean on actual ecological data. There are likely to be real impacts on the fresh water and mangrove wetlands east of the L-31 E Canal associated with the Flowway Redistribution Project under the Proposed Plan scenario.

Turkey Point Power Plant

There is a strong concern regarding aircraft flying near the Turkey Point Power Plant and possible incidents involving plane crashes due to bird strikes, weight shifts & other reasons. The SEIS acknowledges that future ground water levels will likely be high and have many potential wetland areas in and around the base. These habitats are readily used by a number of animals - including birds, incidents involving birds striking aircraft will increase when birds gather near the runway – and thus any increase in wetland or open water habitats will likely increase base utilization by these animals. As viable land around the base becomes developed, this "habitat oasis" scenario may be even greater because the remaining animals will be constricted by an ever expanding matrix of urbanization. The largest on-site increase in fresh water and wetland habitats may, in fact, be a result of the proposed storm water master plan. The retention ponds, canals and run off lagoons may even further exacerbate problems of interference with aircraft activity. These large wetland habitats will increase the number of bird/airplane strikes. This increase near a nuclear facility is extremely concerning.

It is also worth noting that the NRDC and FPL are concerned about evacuation plans in light of the significant increase in congestion in the area that will come

with the proposed base. The need to evacuate the Keys and South Miami-Dade County because of a hurricane or nuclear accident in an increasingly congested area raises a significant risk.

Conclusion

One major commercial airport in a county of only 2.5 million people is certainly sufficient to serve the county's needs and if additional commercial aircraft capacity is needed in South Florida, that traffic can be directed to other existing commercial airports in Miami-Dade, Broward and Palm Beach Counties. It seems absurd to create a new commercial airport 20 miles south of Miami International Airport when a large commercial airport, Ft. Lauderdale International, exists closer to MIA to the north. Because the report notes that the flexibility to redirect traffic as mitigation for the national parks is limited due to the proximity of the proposed Homestead Airport to other airports in the area, only reinforces the fact that a second major airport in Miami-Dade County is unnecessary. It is this proximity to MIA that increases the severity of the Proposed Action's noise impacts. The SEIS admits that airspace restrictions caused by MIA will cause the aircraft using Homestead to fly at lower altitudes at greater distances from the airport than would be the case for unrestricted airspace, resulting in higher noise levels at greater distances from the airport than normally would be the case.[23]

Airports are not welcome neighbors to residential and outdoor recreation areas but rather are nuisances which are often in constant conflict with such land uses. The Proposed Action similarly will be an unwelcome and unnecessary nuisance to many including Ocean Reef.

[23] SEIS, App. E, p.II-12

002641

To: Taryl Cahow@EXECSVC@AFBDA.HDQ
From: Taryl Cahow@EXECSVC@AFBDA HDQ
Cc:
Subject: Homestead SEIS- Andrew Martin
Attachment:
Date: 1/31/00 9 40 AM

1650
York, PA 17404
January 23, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore St
Suite 2300
Arlington ,VA 22209-2802

Dear Air Force Personnel

I would like to voice my my oppostion to the creation of a proposed airport in Homestead, Florida. Our national parks are our only link to the natural world of centuries ago. If this airport is constructed and the amount of traffic meets projected goals, it would have a devestating effect on the environmental quality of the closest national park to the site, the Everglades. Your own draft Environmental Impact Statement warned of this development.
I ask you to please heed the warning of your report and conclude that the construction of such an aiport would serve more harm than good.

Thank you for your attention to my comments.

Sincerely,
Andrew Martin

002655

To: Taryl Cahow@EXECSVC@AFBDA HDQ
From: Taryl Cahow@EXECSVC@AFBDA HDQ
Cc:
Subject: HOMESTEAD SEIS- unsigned
Attachment:
Date: 2/1/00 1:30 PM

STAY OUT OF HOMESTEAD WE HERE IN SOUTH FLA HAVE ENOUGH UN-WANTED PROBLEMS- LEAVE OUR NATURAL HERITAGE LIKE IT IS- PLANES, BIRSD, NUCLEAR PLANTS, CASTRO & CUBANS ARE MORE THAN WE WANT OR NEED.

JOYCE NEBRA

002707

Comments of Audubon of Florida on the Draft Environmental Impact Statement on the Disposal of Portions of the Former Homestead Air Force Base, Florida

March 6, 2000

Audubon of Florida

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1.0 Introduction

1.1 Background

Many residents of southern Miami-Dade County long for better jobs in order to provide better lives for themselves and their families. Within this area lies former Homestead Air Force Base, which is located between Biscayne National Park and Everglades National Park. Both are National Parks that provide critical habitat to various animals, including endangered or threatened species and provide quiet recreation for vacationers and residents in South Florida. This base was severely damaged by Hurricane Andrew in 1992 and has not been operating at near capacity since. The Air Force has determined that 1,631.8 acres of the former base are excessive to its needs and surplus to the Federal Government. This DSEIS examines various alternatives for the disposal of former Homestead Air Force Base and its conversion to a facility that is friendly to the surrounding environment and provides economic motivation to the surrounding community.

The requirement to dispose of this surplus property stems from the Defense Base Closure and Realignment Act of 1990. In response to changing international political conditions and the shift toward reduced defense spending, the Defense Base Closure and Realignment Act (DCBRA) required the Department of Defense (DOD) to realign and reduce it's military forces and supporting infrastructure. This DSEIS has been prepared to assist in decisions to be made by the two co-lead agencies (Air Force and FAA).

1.2 Existing Status and Use of Former Homestead AFB Property

Homestead AFB was realigned in 1994, and some of the land was converted to other uses. Those uses include an Air Force Base Reserve Command and a Florida National Guard operation, in which both are expected to continue indefinitely. Each alternative must include provisions for these activities to continue. In 1994, the Air Force decided to retain 867.7 acres of the property for use by Florida Air National Guard (FANG) and the Air Force Reserve Command (AFRC) units. Also, 382.6 acres were transferred or otherwise conveyed to other federal and local entities for public benefit uses. An additional 29.8 acres may also be retained by FANG, increasing the total retained area to approximately 897.5 acres. It is proposed that 26 acres be transferred to the School Board of Miami-Dade County.

1.3 Existing Employment and Population

Currently, direct employment consists of about 1,960 jobs (including military and civilian jobs) on retained areas. Of these jobs, 42 are full time military and 784 are full-time civilian positions. On-site employment also includes 1,133 part-time reservists and guardsmen who perform training one weekend each month and for two weeks during the year. Direct employment on conveyed land is assumed to increase from about 100 current jobs to approximately 480 jobs by full build out. These jobs include positions with FANG, U.S. Customs, Miami-Dade County's School Board, the Dept. of Labor, the Homeless Trust, the regional park, a bank, and former credit union property. The projected increase in employment on this conveyed land reflects expected increases in staffing at the Homeless Trust and Job Corps programs, along with expansion at the national park.

On-site population is primarily composed of Job Corps, Homeless Trust, and Meta Therapy residents and staff. Residents of the Homeless Trust Center and Job Corps could comprise a continual population of about 1,050 temporary residents. Various visiting officer quarters are utilized to house visiting officers, airmen and other temporary residents. These quarters contain an average of 160 temporary residents. On the first weekend of each month, when training units are conducted, there are about 375 reservists at the former base, of which 197 are accommodated in the various visiting quarters and 80 are lodged in commercial quarters within the city of Homestead.

1.4 Structure of DSEIS Audubon of Florida Comments

Baseline assumptions and narrative are contained in the DSEIS up to Section 4. After Section 4, baseline assumptions are discussed within the context of the various alternatives. Audubon of Florida's comments describe issues raised in the assumptions (Sections 2, 3 in the DSEIS) and application of assumptions (Section 4 of the DSEIS) to the various alternatives. Each section heading within this document is akin to the section number within the DSEIS document. In Sections 2 and 3, concentrating on baseline assumptions, Audubon of Florida's document analyzes those issues raised and makes recommendations. The same type of analysis is completed for Section 4, but Audubon of Florida's analysis also includes issues raised relative to the proposed alternatives and in turn makes

similar recommendations The analysis completed by Audubon of Florida clearly indicates that a commercial airport or other heavy industrial usage is inappropriate for the former Homestead Air Force Base site Clearly, a mixed use alternative with greatly reduced impacts as compared to an airport should be the preferred alternative

2.8 Other Future Proposals, Initiatives, and Developments in the Region

Page 2 8-5 describes the Miami Dade County Stormwater Treatment and Distribution Area (SDTA) It should be noted that this proposed SDTA is intended to receive stormwater runoff from non-industrial sources and is not proposed to serve as a stormwater treatment area for the base While it is recognized that Biscayne Bay presently suffers from poor water quality (USACE, 1999)[1], the SDTA is intended to improve the quality of surface water being discharged to Biscayne Bay It is not intended to treat stormwater runoff to levels that merely meet the existing water quality of Biscayne Bay. This SDTA stands as "proposed" and has not received a permit at this time for future operation Furthermore, the SDTA treatment capacity is not completely known at this time, especially for runoff which is quite different from the nutrient-rich agricultural runoff that STAs employed in the Everglades are receiving

Although a stormwater management plan is discussed in the SEIS, discussion of stormwater discharges is typically aimed at canals and associated structures As indicated in the SEIS and by others (Fish and Stuart, 1991)[2] the study area is underlain (to approximately 80 feet below land surface) by oolitic and shelly limestones characterized by moderate to high hydraulic conductivities (ranging from 100 to greater than 1,000 feet per day) Therefore, it appears likely that a mechanism exists for collected stormwater to migrate offsite via subsurface flow Groundwater flow directions in the study area are reported as generally southeast or east southeast (Fish and Stuart 1991), in the direction of Biscayne Bay Likewise, water recharging the surficial aquifer from onsite stormwater collection might impact local groundwater quality Depending on the nature of substances contained in the stormwater runoff (i e industrial, commercial, and/or residential), those substances might adversely impact groundwater quality to varying degrees, thus impacting the quality of groundwater flows to Biscayne Bay

2 8 1 Recommendations

- A discussion of the SDTA concept should not convey that the facility is being utilized to maintain or improve stormwater runoff from the base The proposed SDTA is intended not to serve as stormwater treatment for the base and should not be tied to the proposed initiative
- The DSEIS should include discussion of contaminants likely to be found in air-base stormwater runoff relative to potential surface and subsurface transport to Biscayne Bay and Biscayne National Park. The DSEIS should also include a discussion of materials that will likely be stored onsite for each proposed alternative, associated risk factors, and proposals for spill containment/cleanup due to the proximity of the air-base to Biscayne bay and Biscayne National Park

2.9 Summary of Environmental Consequences

Page 2 9-15 the discussion in lines 6-15, there is a discussion on air pollutant emissions Emissions from jet engines include carbon monoxide, nitrogen oxide, aldehydes, particulates and unburned petroleum hydrocarbons among other toxins. This DSEIS dismisses contaminants from jet engine emissions as adding "less than 1 percent to the ambient concentration of nitrogen dioxide at the eastern edge of Everglades NP, where emissions would be the greatest" During the Jetport debate in Big Cypress, the United States Department of the Interior (USDOI) (1969)[3] estimated that 350,000 aircraft operations generated 3,400 tons of aircraft emissions The potential 230,000 flights from the Proposed Action could generate 2,200 tons of emissions based on estimates from this report Although it is recognized that now aircraft engines have improved in efficiency since the Report, was written the emissions from jets could still be a very significant impact that must be addressed Concerns are further heightened by the general observation that aircraft engines are less efficient at lower altitudes, as well as less efficient at full-throttle during take off The amount of unburned fuel that would be deposited in Biscayne National Park especially, could be significant.

2 9 1 Recommendations

- Include an analysis of jet emissions and the tonnage in relation to that deposited within the National Parks and other environmental resources including SFWMD acquisitions, CARL projects as well lands owned by the Indian Tribes

3.1 Socio-Economics

Reference is made to the inequity of job opportunity between northern and southern Miami-Dade County Page 3 1-5 states that "approximately 88 5% of the 1 126 million jobs in the county in 1995 were located in the northern portion of the county, with the remaining 11 5% in the southern portion (defined by the county as the area south of Kendall Drive or SW 88th St) (Miami Dade County 1998) The table on page 3 1 16 shows that in 1995, South Dade (now defined as south of Eureka Drive-SW 184th St) only held 7 94% of the population. Under high growth population projections, in the year 2000, southern Miami-Dade will only hold 8 78% of Miami-Dade County's total population. According to this table, south Miami-Dade held only 7 94% of Dade County's residents and 11 5% of Dade County's jobs, which equates to higher job opportunity for the percentage of South Dade residents, rather than inequity **Figure 1.1**[4] is a population density map illustrating the inequity in population density between northern and southern Dade County The pattern of employment opportunities follows the distribution of residents throughout the County

3 1 1 Recommendations

- Job distribution should reflect what is relative in the population disbursement throughout the County These should be based on projected growth, based upon a credible source such as a population density map included as Figure 1 1
- There is inconsistency in the sources of information to gather statistics regarding the percentage of jobs and population dispersed over North and South Miami-Dade County The job dispersal statistics on page 3 1-5 use figures based on Kendall Drive (SW 88th Street) as the dividing line between North and South Dade On page 3 1-16 Eureka Drive (SW 184th Street) is used as the dividing line for population dispersal. These two comparisons are made using different geographic regions

3.2 Transportation

Currently there is mass transit system servicing South Dade, consisting mainly of buses that cross-cross the area and connect residents with central and northern bus and rail systems The discussion of transportation improvements only includes roadway improvements Mass transit improvements are not even mentioned in the projected volume discussions Widening and lengthening roadways are only temporary solutions to traffic congestion problems More traffic will be generated and expanding roadway capacity is not an overall fix to regional transportation needs To offset the ensuing traffic congestion problems that will occur with redevelopment of the former base, focus needs to be placed upon mass transit system extensions and/or improvements This will also provide equitable access to transportation low-income residents

3 2 1 Recommendations

- Focus needs to be placed on a firm plan to develop mass transit transportation opportunities as well a roadway expansion More discussion and analysis needs to be completed on how mass transit can be expanded

3.4 Airspace and Safety

Bird strikes are discussed on page 3 4-2 The Miami-Dade County Department of Aviation considered bird strikes a significant enough problem last year, that they applied for permits to kill White Ibis at the former airbase Bird strikes are projected to increase under the Proposed Action and Spaceport alternatives White Ibis are a Species of Special Concern If MDC Department of Aviation concerns are correct that Ibis are already a problem for flight safety, then any increase in airport traffic would completely be an inappropriate use because it would increase the potential for bird strikes which are already considered too high Increased flights and potentially a second runway would be in direct conflict with a protected Species of Special Concern Bird strikes could be elevated even higher when lands are restored to provide natural habitat in the area through CARL or E.E.L., more bird species will utilize

the area Such projects as the STDA could serve as an attraction for species, thus exacerbating the problem relative to the proposed action.

3.4 1 Recommendations

- More information relative to bird strikes needs to be included in the DSEIS relative to the effects of the STDA, other habitat enhancement projects and impacts of a second runway.

3.6 Land Use and Aesthetics

In this section of the DSEIS, the Region of Influence (ROI) is defined including National and State Park lands, refuges and preserves that could experience land use or aesthetics impacts. A listing of sites is then given, but there is no reference to other environmental lands such as those being acquired through Miami-Dade County or the South Florida Water Management District These lands include the Southern Glades and Model Lands, which include a large amount of acreage proximate to the former Homestead AFB There is no mention if there are any Native lands or properties, including or encompassing greater than lands declared as reservations These resources should be included within the definition of the Region of Influence

In sections 3 6 3.2 and section 3 6.5.2, Projected Baseline Environment, land use assumptions for 2015 are made The assumption is that 4,000 acres of agricultural land could be converted to development by 2015 for residential use Additionally, 4,500 acres of unprotected vacant land in the south county could be developed A basis for these assumptions is not described, the assumptions are merely made The conclusion derived from this section is that 8,500 additional acres could be developed in south Miami Dade County, but there is no basis disclosed for this assumption It is also not discussed whether or not this demand is based on just standard growth projections or is tied to redevelopment of the former Homestead AFB The questions become will these conversions of land take place with or without the redevelopment activity at the base? This information could prove important in determining what secondary growth will be influenced by development activity at the base

The only discussion regarding SFWMD Save Our Rivers project is found on page 3.6-30, Local Special Land Uses. There is no discussion on the determination of impacts relevant to these resources, as there is no discussion on impacts to Model Lands areas Section 3 6.4.1 includes a discussion about how a determination is made on whether or not a resource is essential and whether a resource is impaired Although these determinations are made at the local level by the various National Park Service management, there is no discussion about whether those determinations are relevant to the National parks surrounding the former Homestead AFB The section states that "it is the responsibility of park managers to determine soundscape resources or values at risk and seek to prevent, redress or mitigate impacts" This description is related to process only and does not describe whether the NPS' determinations will be adequately addressed

Finally, section 3.6.6.2 states that baseline population growth in the ROI will result in "increased urban development with the *potential* to modify views and landscapes that are currently rural or suburban in nature" The section then goes on to state that much of the area south of Eureka Drive will not change but agricultural lands in south Miami-Dade are estimated to decrease by approximately 4,000 acres. This seems to contradict section 3 6.3.2 that states 4,000 acres of agriculture could convert, but this section, 3 6 6.2 leaves out the statement of the 4,500 acres of unprotected lands that could convert to development Section 3 6 6 2 goes on to state that "the overall visual context of open, rural, and agricultural landscapes can be expected to continue" This statement does not seem accurate if upwards of 8,500 acres of agriculture and unprotected lands will convert to residential development Park management programs are cited as the mechanism to provide protection of resources. There is no discussion in this section of what the secondary and cumulative impacts of the conversion of almost 8,500 acres to residential development will do to natural resources. This is not linked to any redevelopment activity associated with the alternatives in this document.

3 6 1 Recommendations

- A discussion should be added in sections 3 6 3.2 and 3 6.5 2, that describes the basis for the assumption of acreage that will convert to residential development. By interpretation of this section, an additional 8,500 could be developed

- There should be a discussion included relative to section 3 6 4 1 that describes if determinations have been made on whether or not resources in the National parks are essential and whether those resources will be impaired as determined by the National Park Service There is no discussion on whether the NPS determinations will be addressed
- There should be inclusion of a discussion of impacts to SFWMD Save Our Rivers (SOR) projects and Conservation and Recreation Lands (CARL) projects Impacts to the Southern Glades and the Model Lands should specifically be addressed.
- There should be reconciliation between section 3.6.6.2 stating that 4,000 acres of agriculture will convert to residential use and section 3.6.3.2 stating that these 4,000 acres will convert in addition to 4,500 acres of unprotected lands

3.10 Water Resources

Section 3.10.2 discusses the Surface Waters. In this section a discussion of Military Canal is given with the statement that a majority of its flow is derived from stormwater runoff from the former base, but some surface water drains from agricultural and unused land along the canal There is no quantification or evaluation of surface waters flows into Military Canal from each source.

On page 3 10-5, there is a statement that revised maps developed by FEMA showing that the eastern end of former Homestead AFB would be flooded during a 100 year flood. But there is no determination on how this condition might affect, if at all, the various proposed alternatives for the reuse of the base

On page 3 10 9, there is a discussion regarding a Task Force's evaluation of the whether full risk assessment needs to be redone based on an assessment of all data now available for Military Canal There is no discussion on what will be done with the Task Force's work when complete

In section 3.10.2.2, it states that although there will be growth in south Miami-Dade County over the next 15 years, it is not clear how and where that growth will occur Yet in many other sections of the document it seems clearer where that growth will occur, south and east of the base In fact, acreage estimations of lost agricultural use are made It seems there is a clearer picture of where growth will occur, than is implied by this statement

On pages 3 10 7 & 3 10-20, there are discussions of water quality and water quality standards This DSEIS completely ignores the USEPA study *USEPA Region 4 Military Canal Special Study, Homestead Air Force Base, Florida SESD Project No 98-0062 October 1999 Volumes 1 and 2* This significant study must be incorporated into the SEIS Conclusions regarding water and sediment in Military Canal could be altered with the incorporation of this data

3 10 1 Recommendations

- Section 3 10 7 should include a discussion and further break down a distribution of what surface water is flowing from what source into Military Canal
- On page 3.10-5 a discussion should be added regarding what the affects, if any, will be on the various alternatives related to flooding on the eastern end of the former Homestead AFB during a 100 years flood.
- The *USEPA Region 4 Military Canal Special Study for Homestead Air Force Base*, should be considered and included in the water quality analysis relative to runoff from the base

3.14 Department of Transportation Act Section(f) Lands

This Act mandates that special effort be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites in implementing transportation projects. The circumstances under which the Secretary of Transportation may approve a transportation program on protected lands are clear, yet one standard is not being met. The guideline referred to as (1) states that there has to be no prudent

and feasible alternative to using the land. Opa Locka is a prudent and feasible area, yet it's possible expansion to accommodate increased capacity is not included as a viable alternative

3.14.1 Recommendations

- An analysis of Opa Locka as an expanded aviation facility needs to be addressed in the DSEIS and is not referenced clearly

4.1 Socio-Economics

In this section there are numerous statistics stating that there are more jobs per capita in the northern part of Miami-Dade County than in the southern section of the County. Even as future population growth occurs, the bulk of the new jobs are in the north section of the County.

4.1.1 Proposed Action: Commercial Airport

The amount of jobs to be generated by the development of the airport is estimated at 27,546. Based on tourism dollars further in that section, there is a statement that many visitors would come to the region anyway, through another airport. Some exceptions might occur if the new airport provided lower priced service or provided service to locations not already served. These assumptions are very speculative in that there is no commitment from any airline to provide such "lower priced service" as well as the fact that there would be an incentive for Miami-Dade to capture as much of their capital investment into the infrastructure of the airport as possible. This type of speculation does not seem reasonable

Page 4.1-5 states that activity levels at the proposed airport could increase substantially with the addition and full utilization of a second runway and that it is possible that earnings and employment could double over levels projected for 2015. Within the context of this statement it would be prudent to also analyze the impacts that could be generated by such a second runway. Most analysis within the DSEIS does not address the "second runway" scenario and could thus fundamentally be flawed with regard to impacts generated upon the surrounding lands. Also, this second runway scenario is assumed to double employment and earnings, but there is no statement when the capacity for that second runway is necessary or will be filled to create a "doubling" of the benefits. While it "is possible" that the benefits could greatly increase, there is no basis to state that they could double. If that prospect is not anticipated to occur until the middle of the next century or beyond it may not be that relevant at this juncture.

Page 4.1-15 discusses mitigation measures. The possibility of a buffer zone between the former Homestead AFB and Biscayne National Park to "reduce the opportunities" for residential development and growth, yet there is no discussion on how this buffer will be implemented. The section further states that much of the land is already in public ownership or otherwise protected from development, but there is still no determination of who would control or establish such a buffer zone. The section also states that a buffer that has the same level of development would not affect development in the short term but could constrain future expansion of the UDB. This would be the object of such a buffer zone, to keep development from further encroaching into sensitive areas. The section concludes that if the buffer was implemented it would only foreclose a small amount of low-density residential development. The view of this section is unclear. Is a buffer zone recommended? Would it have a positive benefit on the implementation of the Proposed Action? Could Miami-Dade County manage this or should it be managed in some type of partnership with other entities. This whole proposal for a buffer zone remains unclear

Page 4.1-19 states that in relation to Housing and the Proposed Action, "it is conceivable" that the increase in demand for housing attributable to airport growth could double if HST were to expand to a second runway in the future." This is a highly speculative statement. There has been no establishment by factual evidence that the employment needs would double, thereby doubling the housing needs attributable to airport growth. There is no determination that all people working at jobs at the airport would have the overall capacity to buy new homes and no mix of rental or ownership has even been discussed. It is unreasonable to state that a second runway will double the housing needs in the area. No baseline information has been established to form a basis for this opinion

This DSEIS makes various references to approximately 38,000 jobs that will be created as a result of the Proposed Action. A closer look into the employment systems and practices of airports reveals that the claim of 38,000 jobs is

unsubstantiated. Airports do not dictate the number of employees each airline within the airport employs. The system is similar to that of a shopping mall. As in a mall each retail store, or in this case each airline, bases the size of its staff on the amount of cargo and/or passengers moved through that site. There has been no discussion of any airlines that have expressed interest in using the base as a reliever airport, as in the Spaceport discussion. The location of this proposed airport could act as a deterrent for airline usage, in that costs would increase due to the need to move cargo and/or passengers from the site to more populated areas of the county. It appears that the airport developers have no idea of the number of airlines that will use this airport facility, if any. There is also no accurate timeline given for the amount of time needed for this airport to run at full capacity, which is a direct result of the fact that it is unknown how many airlines will ever use the airport. The claim of 38,000 jobs is solely based on a best possible case scenario. There is no guarantee that the airport will ever operate at full capacity. Pease Air Force Base, in New Hampshire took ten years for a single airline to use the facility.*

Further, the high costs of installing facilities for passenger traffic causes reluctance of some municipalities to support these types of conversions. Three communities are still trying to attract commercial traffic to their converted airports and each of the three lies on the edge of a major metropolitan area (2 near Los Angeles and 1 near Boston). In each of the three cases, the converted airport was expected to provide relief for a major airport (LAX or Logan), however major airlines have not shown much interest in using these facilities. The untried locations, non guaranteed traffic, and the fact that the airlines are most likely already servicing airports within the area are factors that play vital roles in this lack of interest by airlines.

The number of jobs created also appears to be inflated when compared to other existing airports that were converted from Air Force bases. BRAC 88 Norton ADG, California is an example.* On this site, 2,160 acres were existing, 22 acres were retained by Defense Finance and Accounting; 2,138 were total excess; 1,335 acres are to be PBT for the airport, and 590 acres for EDC (including gas, electric, and telephone). The airport deed was accepted by the Inland Valley Development Agency and signed on January 2000, yet today only 2,390 full-time jobs and 203 part-time/temporary jobs have been created and filled. Another example is BRAC 88 Mather AFB, California.** The lease on this land for the airport covered 2,875 acres in October of 1996. Today only 2,936 re-use jobs were created and have been filled.

Another area of concern is the type of jobs that will be available to the residents of the surrounding areas. The term "in-migrating" is used within this DSEIS, to denote the attraction of workers into Miami-Dade County to fill specialized jobs and specific labor skill requirements. Page 4.1-1 states that most direct and indirect jobs created by development of the commercial airport will be filled by Miami-Dade County residents. It would appear that these "in-migrating" or specialized workers are going to be brought in to fill the managerial and supervision positions. This would leave the residents of Homestead and the surrounding areas lower end jobs. All residents must benefit from opportunities afforded by any project to induce an economic upswing in the area. There is also not mention to the percentage of these jobs that would be union represented jobs, and many airport and airline jobs are union jobs. Union guidelines generally mandate that union positions are not only distributed on basis of qualification, but also on the basis of seniority meaning that existing airport and airline employees (union members) have the first opportunity at these new positions. Once they have absorbed all of the most desirable positions, again the residents of the surrounding areas will be left with the remaining lower end jobs.

4.1.2 Mixed Use alternative

In section 4.1.2.3 there is a commentary about the redistribution of tourist spending in relation to the proposed new aquarium as part of the mixed use alternative. Because of the aquarium and the tourist-related spending it generates, the consequence to Homestead is a redistribution in tourist dollars throughout the County even though tourist spending countywide may not increase substantially. This should be considered a benefit, as one of the largest arguments in favor of the Proposed Action is the need for an economic generator in the southern end of the County. A redistribution of income to have an economic generator in the southern end of the County in the form of an aquarium directly addresses some of these economic arguments.

In the development of any mixed-use plan, community support will be a key component of successful implementation. A golf complex and/or commercial, industrial/research, residential uses and tourism attractions need to be taken to the community for solicitation of their ideas. For redevelopment activities under a mixed-use scenario, open space needs to be balanced with economically viable alternatives. The development schemes must incorporate local employment opportunities that are diverse and local community interest. Without community buy

in, there could be conflicts between existing and new populations over new jobs that are generated. Property values may be increased which is positive, but if local residents can no longer afford to live in the area, this negative effect could have a detrimental effect on low-income populations. There should be a sensitivity to these issues no matter what alternative is implemented, but the mixed-use alternatives seem to encompass a larger residential component.

4.1.3 Commercial Spaceport

Although the frequency of flights in and out of the site are projected to be greatly decreased, this alternative will not result in the type of economic generator needed by the slumping economy of the South Dade area. Though two firms have expressed interest, in using the facility as a spaceport site, unlike in the commercial airport alternative which does not mention company commitments, the number and quality of jobs produced will not include much of the surrounding community's employment/labor force. Being that space travel is a relatively new, highly technological, and experimental field, many of the employment opportunities would only be available to experienced professionals

4.1.4 Other alternatives

On page 4.1-12, section 4.1.2.5 states that "other" proposals could generate measurable employment opportunities, but it is unlikely that the employment would exceed the levels projected for the Proposed Action. While this may or may not be true, there is absolutely no analysis of what these other proposals are and what their impacts are. Another alternative generating substantial employment activities with less impacts than the Proposed Action should be fully analyzed and articulated through the DSEIS process. Because the alternatives will not generate more employment opportunities than the Proposed Action does not mean they do not warrant discussion. A more thorough analysis should be completed of these independent land use concepts.

4.1.5 Recommendations

- The second runway proposal and the impacts need to be completely analyzed in relation to water resource impacts, environmental impacts, housing, transportation and socio-economics
- A more thorough analysis needs to be completed of the socio-economic impacts generated from the independent land use concepts
- The "buffer zone" concept introduced on page 4.1-15 should be more thoroughly discussed. If it is necessary to protect critical resources, it should be recommended as such and a dedicated funding source for implementation should be identified.
- There should be a more thorough economic analysis on the impacts of redistribution of income generated from the Mixed-Use proposal
- Some type of linkage should be established between the types of workers to be employed and the mix of housing that will be necessary to accommodate new workers in the area. Not all workers will purchase homes and there should be determination of single family units versus rental units to be generated
- For easier interpretation a table should be added to section 4.1 to convey the differences of types of jobs generated related to income level and what types of homes will be necessary to accommodate those income levels for all alternatives.
- Any airlines that have expressed an interest in locating to the Homestead location should be identified as they are in the Spaceport alternative
- A breakdown of the job opportunities to be generated by salary, union and skill level should be estimated to fully articulate the types of jobs and opportunities that will exist, rather than an estimated number
- Mixed-use alternatives must encompass equity in jobs, housing, transportation and other impacts so as to be inclusive of the surrounding community, thus gaining support for the project

4.2 Transportation

On page 4.2-2 in the analysis of transportation impacts from the various alternatives, a statement is made regarding the formation of a baseline projection in that population was assumed to grow at the same rate as the total south Miami-Dade population. This assumption is flawed in that one proposal surely will be chosen to be implemented at the former Homestead AFB and that proposal will certainly generate some level of additional growth. Some reasonable multiplier should be determined that provides for a contingency in that growth will be slightly higher than that project for south Miami-Dade based on some type of project at the former base. This fundamental

assumption is critical because if only standard levels of projected growth are used as a baseline, when more growth is surely to result from a project at the base, this could effect all levels of service for transportation corridors.

The discussion of proposed increased road congestion does not cover the predicted efforts of large truck traffic on congestion conditions. Since there is no rail road line servicing the airport, large trucks and other heavy transport vehicles will have to be used to move cargo and/or passengers to and from the site. These larger and slower traveling vehicles would have a much more detrimental effect on traffic congestion conditions than would the average car, truck or SUV. Even with the proposed roadway improvements, large cargo vehicle traffic will likely decrease the level of service of various roads.

4.2.1 Proposed Action

There has been no discussion of any type of rail system being extended to service the site area. The other existing commercial and cargo airports in the South Florida region all have railroad access. Miami's Opa Locka Airport also has railroad service for the transportation of cargo. The nearest major roads to the proposed site are Florida's Turnpike and U.S. Highway 1, with SW 268th St and SW 288th St serving as the main access roads. The projected 2015 LOS for SW 268th St from 137th Ave to U.S. Highway 1 is (D). With the influence of large cargo transport vehicle traffic this could easily increase traffic congestion to a LOS of E or F. The 2015 projected LOS for SW 288th St from 132nd to 137th Ave is (F). The projected 2015 LOS for SW 288th St from 137th Ave to the Florida Turnpike is also (F). These areas are projected to experience severe traffic congestion problems. Not only is there no discussion of the effects of large cargo transport vehicle influence, but as mentioned in Section 3.2, there is no discussion of mass transit to alleviate the congestion by providing commuters alternatives to their automobiles.

4.2.2 Mixed Use Alternative

With a mixed-use plan, many visitors to the site will be residents of the surrounding areas. Others will be employed within the site. This provides opportunity for mass transit use. Unlike the Proposed Action, only commuting passengers will be traveling to and from the site on a daily basis. Direct bus routes and/or light a light rail system could easily meet commuter needs

4.2.3 Recommendations

- A larger than average growth figure should be used to determine transportation impacts because one of the various proposals for the former Homestead AFB will surely be chosen. Because at least one project will chosen, it should be understood that a higher level growth than that anticipated will probably result
- An analysis should be completed on the increase of large vehicle traffic on roadway networks around the area in relation to the Proposed Action.
- A discussion of the need to expand mass transit, roadways, railways and other intersurface modal connectors is necessary to determine if the location of the Proposed Action is the correct location to implement a successful commercial airport. Simple expansion of roads may not address all the transportation needs

4.4 Airspace and Safety

The use of bioacoustics (noise) is recommended as a method of persuading bird flocks to disperse to avoid strikes. These bioacoustics are in the form of small pyrotechnic charges sounding similar to that of a 12-guage shotgun shell. With the frequency of flights projected to arrive and depart from the site, the frequency of bird disturbances would be tremendous during migratory and breeding seasons. The use of bioacoustics could have adverse effects on historic migratory bird flight patterns along with rookeries of breeding birds. These disturbances could also have adverse effects on other wildlife surrounding the area

4.4.1 Recommendations

- The use of bioacoustics should be analyzed in relation to surrounding wildlife including migratory birds, rookeries and other wildlife.

4.6 Land Use, Aesthetics and the Proposed Alternatives

4 6 1 Proposed Action

There is a discussion within section 4 6 2 1, regarding compatibility of uses in relation to the Homeless Assistance Center There is no discussion in the section about what solutions will be utilized to offset the impacts of noise and other various impacts from industrial uses on the Homeless Assistance Center

On page 4 6-2 in the second paragraph, it states that secondary development related to the Proposed Action is not expected to affect agricultural lands Later in that same paragraph it states that secondary development could extend beyond the airport property Finally the paragraph states that secondary development could occur on both agricultural and unprotected vacant lands in the surrounding area This paragraph is very inconsistent in that it states that the secondary development is "not expected to affect agricultural lands", but by the end of the paragraph secondary development "could occur on both agricultural and unprotected lands in the surrounding areas This final paragraph states that secondary development could affect agricultural lands while the first paragraph states that secondary development is not expected to affect agricultural lands This inconsistency needs to be resolved.

On page 4 6-3, it is stated that flights are estimated to increase an additional 16% over portions of Monroe County The paragraph further quantifies what some of those impacts are based on a single runway at maximum use Yet, in other sections of the DSEIS, the second runway concept is put forward If the DSEIS truly quantified potential impacts in Monroe County, it would also consider the impacts to Monroe County if a second runway were constructed

In the Cumulative Impacts section on page 4 6-3, there is a discussion about the widening of US Highway 1 and the potential new opportunities for commercial development along the highway corridor This potential increase in commercial development should be analyzed with regard to level of service on the road and what the impacts may be on hurricane evacuation if the road becomes a largely commercial corridor The conclusion of that paragraph states that increases in urbanized development will occur with or without the commercial airport at the former Homestead AFB Regardless of whether the commercial airport is developed at the base, a transition to increased urbanization and growth is coming to south Miami-Dade County mooting many arguments for the need of the commercial airport to jump-start the economy

On page 4 6 3, there is discussion in the Mitigation Measures section about the possibility of the "buffer zone" concept to interfere with certain aspects of HST and its possible expansion in the future Once again the idea of the second runway is discussed in relation to inhibiting the ability of the airport to expand Because of the potential buffer zone, development would have to be concentrated to the north and west of the airport, creating more compatibility conflicts The buffer is proposed earlier in the DSEIS as a measure to protect resources and in this section it is discussed as a concept that inhibits future growth

In the Possible Future Expansion section, page 4 6-4, comments are made about the stimulation of further secondary development off site and increased traffic in the area The statement is made that these activities "could affect existing land uses near the airport" But in other sections of the DSEIS, such as housing statements are made that the development of a second runway could double housing, employment and income in the area The statement that the development of a second runway "could affect existing land uses near the airport would be more accurately stated as "will likely" affect uses around the airport

4.6.2 Other Alternatives

There is absolutely no discussion or analysis about how these alternatives affect land use. An analysis of these alternatives is important to have an accurate opinion of the best alternative for the reuse of the base

4.6.3 Recommendations

- There should be a proposal to remedy noise and other various impacts from incompatible industrial land uses with the Homeless Assistance Center
- The inconsistency on page 4 6-2 regarding affects on agricultural uses should be resolved The paragraph is fundamentally inconsistent between the first section and last section
- Impacts on Monroe County should include impacts of a second runway

- The effects of increased commercial development along the US Highway 1 corridor should continue to be analyzed in relation to hurricane evacuation and the pressure it places on increased development
- The ecological value of providing a buffer between the HST and the natural system should be weighed in determining whether the buffer zone is necessary The inhibition of development of a second runway should be a secondary consideration
- Ensure consistency between anticipated affects of a second runway, housing and land use within the document This consistency cannot be achieved until a complete analysis is completed of the impacts of the second runway

4.7 Hazardous Materials, Hazardous Waste and Petroleum Products

Page 4 7-1, section 4 7 2 1 regarding the Proposed Action states that aircraft operations associated with the Proposed Action could increase hazardous material an estimated four-fold over the projected baseline in 2005, eight-fold by 2015 and twelve-fold at full build out These increases seem very large relative to what is currently in the area and further analysis of these impacts and related potential impacts should be completed An increase of hazardous material use and storage at the scale an airport would require is unacceptable within the immediate drainage basin of a national park

4 7 1 Recommendations

- Further analysis of increased hazardous materials used should be completed relative to increase growth in the area and impacts on the natural environment and public lands

4.11 Biological Resources

This section discusses, in a generalized way, how the proposed alternatives would affect biological resources It concentrates on species reported on the former airbase, and discusses how various development alternatives would affect these resources

Page 4 11-17 lines 10 11, these lines draw the conclusion that the airport alternative would have little impact on state listed species and states "The impacts of development on state-listed bird species and species of special concern are likely to be small." The aviation department requested authority to shoot White Ibis on the former airbase last year, ostensibly for air safety reasons The White Ibis is a Species of Special Concern, as stated in sections regarding Airspace and Safety If the limited number of flights currently departing from the air reserve runway are already creating White Ibis bird strike concerns, then increased flights from a commercial airport would logically increase those strike concerns. Obviously it makes no sense to build an airport in an area that is already documented as significant bird habitat

4 11 1 Recommendations

- A more expansive analysis of the bird strike issue needs to be completed with a focus on a plan to alleviate increased strikes from buildout and/or a second runway

4.13 Minority and Low-Income Populations

In section 4 13, the introductory paragraphs describe the analysis used to determine if inequitable impacts affect minority and low-income populations That same paragraph describes that areas were identified in the vicinity of the former Homestead AFB where sound levels are anticipated to exceed DNL 65 and 60 dB But these are the only impacts addressed in this section

In section 4 13 1, under the Proposed Action it was found that 8,026 acres of land area would be located within the DNL 60 dB contour at maximum use of one runway There is no analysis of the impact of a second runway in relation to impacts on minority and low-income populations The increase is 1,568 acres over the area of where the current impacts are found

On page 4 13-2, it states that there is a potential for minority and low-income populations to be disproportionately affected by noise from the Proposed Action, "because they appear to be the only residents that would be exposed to potentially incompatible noise levels". Also on that page it states that "no disproportionately high and adverse impacts on minority or low-income populations have been identified in connection with reuse-related secondary development" This statement is misleading in that there is no solid proposal on what the secondary development will be associated with the airport reuse Secondary development could have a very large impact on these populations if commercial incompatible industrial or higher cost residential make it difficult for minority and low-income populations to find jobs and affordable housing Until a firm plan exists on what the secondary development will be, this is an inaccurate statement

On page 4 13-2, under the section regarding Mitigation Measures, on suggestion for mitigation is acquisition and relocation. This type of solution may have tenuous circumstances for low-income and minority populations relative to transportation to employment and securing affordable housing This type of suggestion should require some type of analysis relative to the special circumstances of people in this economic situation

4.13.1 Recommendations

- An analysis needs to be completed on the total affected acreage with a second runway especially in relation to the Homeless Assistance Center and the South Dade Center migrant farmworker housing
- On page 4 13-2 remove the statement that secondary development will not have "disproportionately high and adverse impacts on minority or low-income populations" until a firm plan of secondary development is developed. These impacts are simply not known until a plan for the area is developed
- An analysis should be completed on the impact on minority and low-income populations relative to relocation and acquisition of their homes Employment and transportation could be affected by such an alternative and have more of an income on a person who has a lower income

4.14 Conclusions

With certain recommended added studies and analysis, decision makers will have a larger base of information from which to make decisions regarding the reuse of this property. Based on analysis completed thus far in the DSEIS, the only alternative that will not substantially degrade the surrounding natural habitat is a mixed used alternative. Many impacts from the proposed airport are dismissed as not particularly degrading, but further analysis and inclusion of data, including socio-economic data, show impacts to a greater extent than originally contemplated. Inclusion of information relative to traffic, impacts on low-income residents, the true picture of jobs and housing conflicts show that impacts from the airport could be more widespread Audubon of Florida urges the Air Force to include more information, including increased analysis of socio-economic, hydrological and impacts on the natural system to enable decision-makers to be the best informed choices

4.15 Endnotes

[i] United States Army Corps of Engineers and South Florida Water Management District 1999 Central and Southern Florida Project Comprehensive Review Study Final Integrated Feasibility Report and Programmatic Environmental Impact Statement.

[ii] J.E. Fish and M. Stewart 1991 Hydrogeology of the Surficial Aquifer System, Dade County, Florida. US Geological Survey Water-Resources Investigations Report 90-4108

[iii] United States Department of Interior, *Leopold Report. Environmental Impact of the Big Cypress Swamp Jetport*, at 155 (1969)

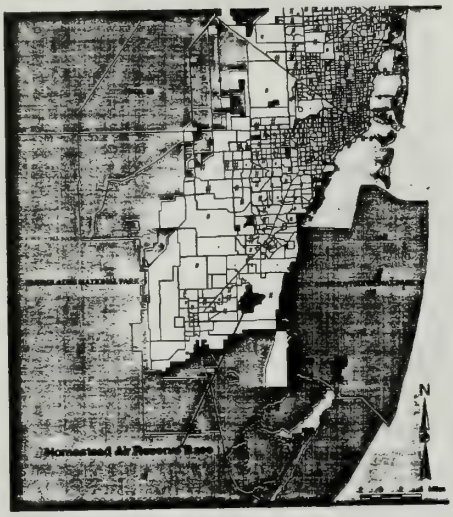
[iv] South Florida Water Management District *Population Density Map*, GIS CD-ROM Version 1 (12/1997).

[v] Julie Cidell, *Master's Thesis The Conversion of Military Bases to Civilian Airports*, (6/1999)

[vi] BRAC 88 Norton AFB, CA, website visited 3/6/00, <www.afbca.hq af.mil/ola/norton.htm>

[vii] *Ibid.*

Figure 1
Miami-Dade Population Density



1990 Miami-Dade Population
- 0 - 2184
- 2184 - 5765
- 5765 - 9240
- 9240 - 16207
- 16207 - 29896

1990 Miami-Dade population data from South Florida Water Management District GIS CD-Rom Version 1 (12/1/97)

002708

March 5th 2000 To whom it may

After much comprehensive objective research and talking with knowledgeable biologies, geologies, socialists & a lot of other people all information gathered was entered into computer and the print-out read "NO ... NO airport unless you want dead oily wetlands ... mixed use is advised!

Garrett Van Smith park ranger

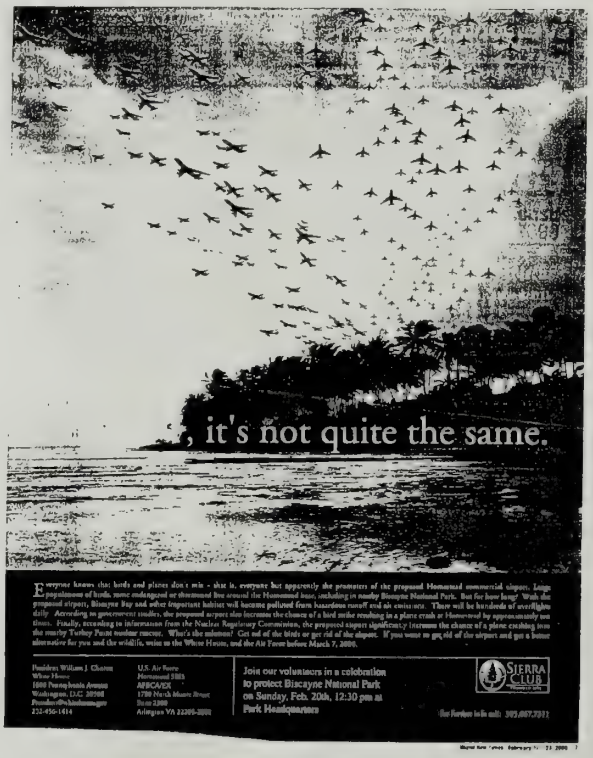
* Very important that you talk to Linda Rodriguez Berfold (305) 382 2677

She is objective ~~and~~ a reporter and unopoined one way or the other she sounds like an encylopida of information on the above subject

One thank you for your condensation

Garrett Van Smith (305) 667 5121

Enclosed are articles about airport etc.



SUNDAY, FEBRUARY 6, 2000 www.herald.com 29

A week of hearings draws airport backers, foes

TO RESPOND

Air Force officials have said that written comments on the environmental impact statement will receive equal weight with oral comments. Written responses may be sent through March 7 by fax to 703-…, or by mail to U.S. Air Force, AFBCA / EV, 1700 N Moore St., Suite 2300, Arlington, VA 22209-2802

Westchester Sunset Miller

Community News

Sun-Sentinel

Well-earned victory — Hurricanes win South Dade Roller Hockey title PAGE 3

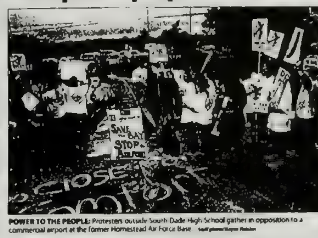
Celebrations 3 · Schools 5 · Opinion 6 · On the Beat 8 · Classified 12

Growing menace — Citrus samples refused as canker continues to spread. PAGE 4

SOUTH FLORIDA · FEBRUARY 8, 2000 · VOL 1 · NO 27

Debate heats up over proposed Homestead airport

Emotions soar at first hearing



POWER TO THE PEOPLE: Protesters outside South Dade High School gather in opposition to a commercial airport at the former Homestead Air Force Base.

Collier proposal drawing support

Some commissioners opposed to losing control of MIA

■ COLLIER

CONTINUED FROM PAGE 1

HEATED DEBATE: Pastor Joseph Sewell confronts protestors outside South Dade High School.

COMMUNITY NEWS · FROM PAGE 1

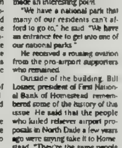
■ HEARING

CONTINUED FROM PAGE 1

No need to Live in PAIN- WE CAN HELP!

Pain Management Modalities:

- Narcotics Prescribed
- Medication by Injection
- Physical Therapy With Massage
- Acupuncture • Magnets



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Survey fails to resolve dispute over air base

BY GRAEGER MARTINEZ
gmartinez@herald.com

Reactions to a Harris Poll released Monday about redeveloping Homestead Air Reserve Base fell into two camps.

The majority of those surveyed opposed a commercial airport, leading airport opponents to rave about the results. But airport supporters groused that biased questions flawed those results.

'This poll was done in a very professional way, though that last editorializing phrase was a mistake.'
— DAVID PEARSON

SOUTH DADE

"I take issue with the overall poll results," said Homestead Mayor Steve Shiver, who has taken a leading role in advocating an airport. "I had constituents call me to say they hung up on pollsters in disgust, because they found it so leading and environmentally biased."

The poll, which asked questions of 1,002 South Dade and Upper Keys residents between Feb. 17 and Feb. 2[…] found that 57 percent wante[d] diversified development of th[e] site and 30 percent were [in] favor of making the base into [a] reliever airport for Miam[i] International Airport.

Said County Commissioner Katy Sorenson, whose district includes part of South Dade: "The poll confirms what I know from paying attention to my district. People want economic development, but they don't want an airport, which could destroy their quality of life."

The poll was commissioned by the Sierra Club and the Natural Resources Defense Council, which prompted some airport supporters to be skeptical about its objectivity. They pointed in particular to one question, which asked respondents if they prefered a mixed-use development that "would be far less harmful environmentally."

Said Manny Romero, whose MCR Lumber company is a partner in Homestead Air Base Development Inc. (HABDI): "You can tell that this poll is paid for, and it influenced [the results] by the way they asked the questions. It doesn't matter because in the end Miami-Dade County needs a new airport and where else are they going to put it?"

But David Pearson said the poll shows the public sides with the Collier-Hoover mixed-use alternative, which has hired his public relations firm to represent it.

Airport supporters, he said, "have had years and years to inspire the community but they haven't done the job. We have believed that the great majority are behind an environment friendly alternative. This poll was done in a very professional way, though that last editorializing phrase was a mistake."

The deadline for sending written comments about the environmental impact statement is March 7. Responses can be mailed to: Homestead SEIS, AFBCA/PA, 1700 N. Moore St., Suite 2300, Arlington, VA 22209-2802, or faxed to 703-696-8829.

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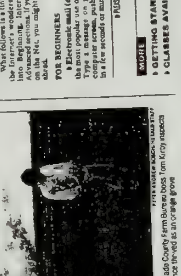
Homestead area polls 'no' to airport

DUELING POLLS

Swath of incredibly shrinking farmland up in canker smoke



Bradley opposes Homestead airport

BY AMY DRISCOLL
and CYRIL T. ZANESKI
czaneski@herald.com

In a bid for support from environmentalists, Democratic presidential hopeful Bill Bradley expressed opposition to a proposed commercial airport at Homestead Air Reserve Base.

"I can't support that development," Bradley said in response to a question during a campaign stop in Tampa on Monday. "I think that it should not be an airport. The environmentally sensitive lands on each side of it leave major questions."

Bradley's opposition to the proposed airport is aimed at drawing environmentalists away from Vice President Al Gore, who has been silent so far on the airport plan. The proposed airport is backed by a key Democrat, Miami-Dade County Mayor Alex Penelas.

Bradley said Gore had been "dexterous" in handling the Homestead redevelopment issue, implying that he can't be pinned down on a position.

"I will take Al Gore to task on that," Bradley said.

Gore was not ready Tuesday to take a clear stand on the proposed airport. During a town hall meeting in Tampa, he said there was a need to balance environmental protection with efforts to revitalize a South Miami-Dade economy that is still reeling in the aftermath of the direct hit by Hurricane Andrew in 1992.

"I would urge continued discussion of how a balanced solution can be found that can help the community without hurting the environment — and I think that can be done," Gore said.

The Air Force and Federal Aviation Administration have just completed a yearlong study of environmental impacts of the base redevelopment and will be accepting written comments on the study until March 7. The Air Force will decide later this year whether to hand the base to the county for the airport or to other groups that have proposed alternative redevelopment plans.

A broad coalition of conservationists from national, state and local activist groups oppose the proposed airport. They argue that the airport's noise and pollution would threaten the health of nearby Biscayne and Everglades national parks.

They are joined by two high-ranking Clinton administration officials, Interior Secretary Bruce Babbitt and Environmental Protection Agency Administrator Carol Browner. Babbitt has expressed support for an alternate plan that would redevelop a large swath of the former base into a resort with golf courses, hotels and offices.

Herald staff writer Karen Branch also contributed to this story.

HOMESTEAD

Eco-groups push airport alternative

The Sierra Club, Tropical Audubon Society and two other conservation groups endorsed a plan Thursday to build golf courses, an aquarium, hotels and an office park at the former Homestead Air Force Base.

With the announcement, environmentalists turned the corner from merely opposing Miami-Dade County's proposal for a commercial airport at the base to actively supporting an alternative plan from the Collier Resources Co. and Hoover Environmental Group.

"The Collier-Hoover people have given us confidence that their development would be done not in a way that promises to be a model for sustainable building practices but also to assure protection of the national parks," said Alan Farago, conservation chairman of Sierra's Miami Group.

The Collier-Hoover group is proposing a 717-acre development that would draw visitors to the former base with championship golf courses, a large aquarium and resort hotels. It would then add office parks and a research and education center focused on environmental and agricultural themes.

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March 7, 2000

Mr. Frank Duncan
Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

VIA HAND DELIVERY AND FACSIMILE

RE: Submission of the Equal Justice Coalition's Comments Regarding the Homestead Air Force Base Supplemental Environmental Impact Statement

Dear Mr. Duncan:

On behalf of the Equal Justice Coalition, we are pleased to submit the attached comments regarding the Draft Supplemental Environmental Impact Statement.

Sincerely,

Lawrence E. Levinson
Jamie E. Brown

■ WASHINGTON, DC ■ HOUSTON ■ AUSTIN
■ HONOLULU ■ LAS VEGAS ■ McLEAN ■ MIAMI

COMMENTS OF THE EQUAL JUSTICE COALITION ON THE DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT FOR THE DISPOSAL AND REUSE OF HOMESTEAD AIR FORCE BASE, FLORIDA

The Equal Justice Coalition, comprising the Florida municipalities of Florida City and Homestead, the Coalition of Florida Farmworker Organizations, Inc., the Dade County Farm Bureau, New Visions for South Dade, Inc., the Greater New Covenant Missionary Baptist Church, RCH-Haitian Community Radio and the minority-owned Homestead Air Base Developers, Inc., submits the following comments on the draft Supplemental Environmental Impact Statement ("draft SEIS") for the disposal and reuse of the Homestead Air Force Base ("the Base" or "Homestead AFB"), Miami-Dade County, Florida.

EXECUTIVE SUMMARY

The environmental review process for the disposal and transfer of Homestead AFB has become a shameful excuse for the deprivations and grave injustices that have been brought down upon the residents of Homestead and Florida City, especially the poor and minorities among them. The process has dragged on for almost seven years and in the meantime these groups have suffered irreparable harm from lost jobs, lost economic opportunity, and, having been rendered invisible throughout this process, lost dignity. The Equal Justice Coalition urges the Air Force, in the strongest possible manner, to proceed with the disposal of the surplus property at Homestead AFB for use as a public airport, pursuant to the community redevelopment plan of Miami-Dade County, the local redevelopment authority ("LRA")[1].

As a matter of law and public policy, substantial deference is due to the LRA and its redevelopment plan. Neither the October 24, 1994 Record of Decision on the partial disposal of Homestead AFB following the preparation of the first Environmental Impact Statement ("EIS") nor the draft SEIS provide any basis upon which the Air Force could make a decision to dispose of Homestead AFB in any manner inconsistent with the LRA's redevelopment plan. To do so, or to further delay the environmental review process and ultimate disposal and transfer of Homestead AFB, to the direct benefit of those with greater wealth, mobility and power who seek to exploit the people of Homestead and Florida City for their own recreational and aesthetic benefit, would be a violation of Environmental Justice and of the civil rights of the members of the Equal Justice Coalition.

The consideration by the Air Force of new alternatives to the community redevelopment plan in the draft SEIS, especially the Collier Plan, violates not only the letter and spirit of the National Environmental Policy Act ("NEPA"), but also offends the due process rights and further threatens the civil and equal protection rights of the Coalition members. It would, in any event, be a grave miscarriage of justice for the Air Force to even consider a request from the Department

[1] The draft SEIS defines LRA as the "local reuse authority." Draft SEIS, p. 2.

of Interior ("DOI") for transfer of a portion of Homestead AFB for purposes of a subsequent land swap with the Collier Resources Company. Such a request would be too little, too late and wholly inconsistent with the base realignment and closure ("BRAC") process.

In the Comments that follow, we deal specifically with four issues of concern to the Coalition: (1) the Air Force must defer to the LRA, (2) the NEPA process must not be used to violate Environmental Justice or the civil rights of the Equal Justice Coalition, (3) it violates NEPA to include the Collier and Hoover Plans as alternatives in the SEIS, and (4) the Air Force has no discretion to transfer the Base to DOI as required by the Collier Plan.

I. The Air Force Must Defer to the Local Redevelopment Authority

Under the BRAC statutory scheme, those communities whose economic life was disrupted by the realignment or closure of a military installation were to be given virtual presumptive deference when it came to devising plans for the reuse of that base. Unless those plans were contrary to law or incomplete, in which case the service would work with the community to reformulate the plan, it was left to the community organizations - the LRA - to guide the reuse.

The LRA is defined as "any authority or instrumentality established by State or local government and recognized by the Secretary of Defense, through the Office of Economic Adjustment ("OEA"), as the entity responsible for developing the redevelopment plan with respect to the installation or for directing implementation of the plan." 33 C.F.R. 175.3(g). The formation of this authority and the subsequent actions taken by it are involved and integral to the BRAC process. In fact, the structure of the law which required DoD to recognize a LRA to provide planning funds, to that authority, and to allow certain conveyances to take place only to the recognized LRA further supports the congressional direction for the Air Force to give primacy to the community plan.

At the time that the Department of Defense ("DoD") submits its recommended base closure list to the President, the community begins contingency planning. DoD Base Reuse Implementation Manual ("Manual"), p. x, December 1997. The LRA is formed soon after and approved by OEA. From this point forward, the LRA is the legally recognized authority for redevelopment decisions. It begins consulting with the military and homeless providers before preparing its redevelopment plan. Manual, p. 2-2. This process takes about six to twelve months. Manual, p. 3-2. The plan is submitted to DoD and the Department of Housing and Urban Development ("HUD"), revised, and set for the NEPA process. This stage, coupled with the environmental process, takes twelve to fifteen months. Manual, p. 3-3. Significant time, energy, and resources are expended by the LRA in this process.

Miami-Dade County is the designated LRA for the Base, responsible for developing the redevelopment plan to meet the needs of its member jurisdictions. Manual, p. 3-15. The LRA has submitted as its plan the "transfer of the remaining surplus property at the former Homestead AFB, about 1,632 acres, including the airfield, to Miami-Dade County for the development of a

one-runway commercial airport, designated Homestead Regional Airport "[2] The Air Force is required, pursuant to the laws, regulations and practices governing military base closures and realignments, to defer to the LRA and include the regional airport as its proposed action

The LRA plan was approved as a master plan for the redevelopment of the Base, pursuant to Miami-Dade County's comprehensive development master planning process and Chapter 288, Florida Statutes by the Miami-Dade County Commission The master plan received all required approvals at the regional and state levels The final state approval was issued pursuant to the unanimous decision of then Governor Chiles and his cabinet sitting as the state Administration Commission In addition, the draft SEIS, like the EIS has found that the airport remains an acceptable reuse of the Base

The Air Force's determination that the airport is an acceptable reuse is consistent with DoD's *Community Guide to Base Reuse* which states

> Once formed, the LRA becomes the single vehicle for base reuse activities This LRA should have broad-based membership, including but not limited to, those jurisdictions with zoning authority over the property **It will have sole responsibility for the planning reuse of the property and serve as the community's point of contact for all matters relating to the closure.**[3] (Emphasis added)

DoD undertakes all activities, including disposal planning, environmental planning and management, concurrently with the activities of the LRA which has identified local reuse needs [4] For instance, before implementing the base reuse process, DoD waits until the LRA has completed its redevelopment plan

Similarly, the preparation of an EIS upholds the fundamental role of the LRA It is standard practice for the Air Force or appropriate military department to use the LRA plan as the proposed action for the EIS The DoD's *Community Guide to Base Reuse* states "[t]he Military Department will complete its environmental impact analysis (see "Environmental Impact and Other Impact Analyses") no later than 12 months after receiving the LRA's redevelopment plan **This analysis normally uses the LRA plan as the proposed action and describes any alternatives considered.**"[5] (Emphasis added)

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[2] Draft Supplemental Environmental Impact Statement - Disposal of Portions of the Former Homestead Air Force Base (Summary) at 18

[3] *Community Guide to Base Reuse*, U S Department of Defense, Office of Economic Adjustment, May 1995 at 19

[4] *Id* at 7

[5] *Id.* at 11

It is DoD policy under NEPA to focus its environmental analysis on the LRA's redevelopment plan The *DoD Guidance on Accelerating the NEPA Process for Base Disposal Decisions*, provides, in relevant part

> The LRA's reuse plan, if available and to the extent legally permissible, will be a primary factor in the development of the proposed action, reasonable alternatives, and effects analysis in the DoD Component's NEPA process for the disposal action Using the reuse plan in this manner will meet the requirement of law that the reuse plan be treated as part of the proposed federal action [6]

Clearly, based upon both the EIS and the draft SEIS, the Air Force long ago made the elementary finding that the LRA's plan easily passed the threshold requirement to be "legally permissible "

The Air Force also has a duty to work cooperatively with the LRA 32 C F R § 175 7(a)(7) and (8) In the event the LRA s redevelopment plan is not a reasonable alternative to the transfer and reuse of the base, the Air Force has a duty to identify the problematic elements in the plan to the LRA and work with the LRA to devise mutually acceptable modifications to the plan The DoD guidance provides, in relevant part, that "[t]he DoD Component will alert the LRA to potential environmental problems and cooperatively seek any necessary modification to the reuse plan The DoD Component's obligation under NEPA is to evaluate the proposed action and reasonable alternatives for the disposal and reuse of BRAC property."[7] It is not within the purview of DoD to simply ignore the LRA's proposal and recommend another option without first spending significant time working with the LRA to correct its plan if it is not acceptable For more than seven years through a full EIS, a ROD, and a draft SEIS, the Air Force has not required or even proposed to Miami-Dade County that its proposed use be modified from its basic purpose

In addition to DoD practice and regulations, the transfer or disposal of any surplus real property or facility located at any military installation is governed by the Defense Base Closure and Realignment Act of 1990 ("the Act") The Act provides, in relevant part,

> Not later than 6 months after the date of approval of the closure of a military installation under this part, the Secretary, in consultation with the redevelopment authority with respect to the installations, shall—
>
> (i) inventory the personal property located at the installation, and

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[6] Deputy Secretary of Defense Memorandum "Fast Track Cleanup at Closing Installations," May 1996

[7] *Id*

> (ii) identify the items (or categories of items) of such personal property that the Secretary determines to be related to real property and anticipates will support the implementation of the redevelopment plan with respect to the installation
>
> P L 101-510, §2905(b)(3)(A)

Again, the emphasis of DoD regulations and BRAC in general is upon the redevelopment plan – defined as the LRA's proposed use for the property upon transfer Everything that is done by the DoD, and more specifically the Air Force in this case, is done with the LRA's plan in mind It is contrary to the intent behind BRAC now to ignore the LRA, with no legal justification, and turn to another plan [8]

The Air Force's failure to defer to Miami-Dade's plan would be an unprecedented decision that goes against both agency policy and historical practice. Since the base closure process started in the 1980s, the Air Force has overseen 34 base closures In each instance, the Air Force has followed the recommendations of the LRA.[9] Consistency in agency policy and practices is a firmly established principle of law [10] The plain language of DoD regulations and BRAC regarding military base closures and realignments requires deference to the LRA's plan, including the use of the LRA plan as the proposed action in any environmental analysis under NEPA Any departure from these established practices would be arbitrary and capricious

Although the arbitrary and capricious standard is not easy to "encapsulate in a single list of rubrics because it embraces a myriad of possible faults and depends heavily upon the circumstances," there are certain rules Puerto Rico Sun Oil Company v EPA, 8 F 3d 73, 77 (1st Circuit, 1993) The courts normally require a "discussion of relevant issues, consistency with past

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[8] *DoD Guidance on Accelerating The NEPA Process for Base Disposal Decisions*, Deputy Secretary of Defense Memorandum "Fast Track Cleanup at Closing Installations," May 1996

[9] Draft Supplemental Environmental Impact Statement - Disposal of Portions of the Homestead Air Force Base, Florida Public Meeting, Testimony of State Senator Daryl Jones, 53-54 (February 1, 2000)

[10] In Atchison, Topeka & Santa Fe Railroad v Wichita Board of Trade, 412 U S 800, 808 (1973) Justice Marshall, writing the opinion for the Court, stated that "[t]here is then at least a presumption that those policies will be carried out best if the settled rule is adhered to From this presumption flows the agency's duty to explain its departure from prior norms, however, it must clearly be set forth so that the reviewing court may judge the consistency of that action with the agency's mandate " Similarly, in Greater Boston Television Corp. v. FCC, 444 F.2d 841, 852 (D C Cir 1970), the court stated that "an agency changing its own course must supply a reasoned analysis indicating that prior policies and standards are being deliberately changed, not casually ignored "

practice, [and] avoidance of unexplained discrimination " Id An agency action may be regarded as arbitrary and capricious "because it is an abrupt and unexplained departure from agency precedent " Ass'n of Data Processing v Board of Governors, 745 F 2d 677, 683 (D C Cir 1984). The Air Force has established its precedent as one of deferral to the LRA. Any other course taken at Homestead would be arbitrary and capricious

II. The NEPA Process Must Not be Used to Violate Environmental Justice or the Civil Rights of the Members of the Equal Justice Coalition

The purpose of NEPA, 42 U S C. §§ 4321 et seq, is to ensure that when a Federal agency is considering undertaking a major project it considers environmental factors It does not require that environmental concerns be elevated over other considerations, but rather that they be considered In other words, NEPA is a procedural statute, requiring only that the process established under the Council of Environmental Quality ("CEQ") be followed Vermont Yankee Nuclear Power Corp. v. NRDC, 435 U S 519, 558 (1978) It does not mandate a certain outcome, but only that any outcome be reached via the same process

The NEPA process for Homestead began with the July 20, 1993 Notice of Intent to Prepare an Environmental Impact Statement for Disposal and Reuse of Homestead AFB, FL 58 Fed Reg 38751 The scoping process began with a public meeting on September 14, 1993, followed by a public hearing on the scope of the environmental impact statement ("EIS") on December 1, 1993 Pursuant to NEPA requirements, the Air Force, with the assistance of other Federal agencies, examined the LRA's redevelopment plan -- the proposed action -- along with three alternatives Following the extensive review mandated by NEPA, the Air Force presented its findings in the draft EIS and circulated it for public comment between November 1993 and January 1994 The final EIS was completed in February 1994 and the Record of Decision ("ROD") was entered on October 26, 1994

More than fourteen months transpired between the Notice of Intent and the ROD during which time a thorough analysis occurred as well as a full and fair opportunity for public comment Participation was provided and acted upon promptly and thoughtfully by many federal, state, and regional agencies, individuals, and groups. In addition, the DoD had only marginally exceeded the requirements of its own regulations to complete the NEPA process "[n]ot later than 12 months from receipt of the redevelopment plan " 32 C F R § 175 7(d)(3)

In the ROD, the Air Force evaluated the potential environmental issues based upon the proposed action and alternatives studied The ROD, along with the EIS, examined the effect of noise on the surrounding area and people Significant conditions concerning the clean-up and use of the Base were imposed. The need for subsequent federal approvals, such as those required by the Federal Aviation Administration ("FAA"), as the Base was developed, was recognized Based upon all of the above, the Air Force concluded that transfer of surplus property at Homestead

AFB to Miami-Dade County for development of a regional airport was consistent with law and policy

This conclusion should have been the end of the NEPA process The Air Force had fully complied with all of the CEQ's requirements and conducted the approved procedure The next step should have been the transfer of the property to Miami-Dade County under BRAC Instead, the transfer has been delayed and the people of this region have been held hostage for the past five years while the procedures and substantive purposes of NEPA and BRAC continue to be violated With no notice and recognized due process, individuals and the federal government have, in essence, changed the process to be afforded the citizens of Homestead and Florida City

In 1996 then Assistant Secretary for Fish and Wildlife and Parks at DOI, George Frampton, wrote letters to the FAA and the World Wildlife Fund to delay the transfer of the Base in April 1997, Katie McGinty, then Chairperson of the CEQ, along with representatives of the Air Force, the Environmental Protection Agency ("EPA") DOI, the FAA, and the Department of Justice ("DOJ") spent two days discussing environmental and redevelopment issues of the Base with environmental groups, business leaders, and local government officials Department of the Air Force, Homestead Activity Sheet ("Activity Sheet"), April 16, 1997 Due to subsequent relentless pressure by the CEQ and environmental groups, the Air Force began planning in December 1997 to initiate an SEIS process – a process which has further delayed the disposal and transfer of Homestead AFB

An SEIS is to be prepared however, only if "the agency makes substantial changes in the proposed action that are relevant to environmental concerns, or [t]here are significant new circumstances or information relevant to environmental concerns and bearing on the proposed action or its impacts " 40 C F R § 1502 9(c) The Air Force may also prepare an SEIS if the purposes behind NEPA would be furthered Id. The SEIS is to be prepared, circulated and filed like an EIS, but without the scoping process 40 C F R § 1502(c)(4) Thus, the SEIS is to begin where the EIS ended It is not intended to be an opportunity for a new EIS process whereby new alternatives are considered The scope is much more narrow than that It logically follows that the time period for an SEIS should be less than that of an EIS, but certainly should remain within a year as established by DOD 32 C F R § 175 7(d)(3) This SEIS, however, has taken almost two years just to reach the draft stage If the Air Force keeps to its newly established time frame and issues an ROD in August 2000, this SEIS will have taken over two and a half years to complete

The interminable delay in the NEPA process and the failure to consider the fundamental needs and rights of the poor and minority residents of Homestead and Florida City is a violation of the civil rights of the members of the Equal Justice Coalition Title VI of the Civil Rights Act states that

> [n]o person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the

> benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance

42 U S C § 2000d

This basic principle of law is echoed in Executive Order 12898 which orders federal agencies to address environmental justice in minority populations and low-income populations Fundamental to all federal agencies was their duty to ensure that

> [e]ach Federal agency shall conduct its programs, policies, and activities that substantially affect human health or the environment, in a manner that ensures that such programs, policies, and activities do not have the effect of excluding persons (including populations) from participation in, denying persons the benefits of, or subjecting persons to discrimination under, such programs, policies, and activities, because of their race, color, or national origin

Executive Order 12898, Sec. 2 2

Yet, in violation of these directives, the poor and minority people of this region have been exploited for their powerlessness by denying them the benefits of federal programs, under BRAC, so that their communities could be exploited for the recreational and aesthetic benefit of those with wealth and power "When a government erects a barrier to make it more difficult for one group to participate in a governmental program, that group has been denied its federally-protected constitutional right to equal protection " Houston Contract v. Metro-Transit Authority, 993 F Supp 545, 557 (S D Tex 1997) The Coalition members have been denied what is offered to over a hundred communities across the country – the right to a timely and complete NEPA and BRAC process. See Exhibit 1

The Air Force purports to address Environmental Justice in its SEIS, but its two and a half page attempt is palpably superficial A routine overview of the low-income and minority populations in the area in no way addresses the impacts of this process and the resulting decisions upon the low-income and minority populations Rather the Air Force continues the now established pattern with this Base to violate the rights of the low-income and minority communities See Exhibit 1

The delay in acting upon the ROD, and the subsequent decision to conduct an SEIS which took two years to reach the draft stage, is a violation of the Coalition members' civil rights under Title VI and a violation of their due process and equal protection rights under the Fifth and Fourteenth Amendments to the U S Constitution

Any further delay exacerbates severely the harm and prejudice already inflicted on the Coalition's members

III. Inclusion of the Collier and Hoover Plans as Alternatives in the SEIS Violate NEPA

Pursuant to the CEQ regulations, the scoping process occurs during the initial EIS process 40 C F R §§ 1501 7, 1502 9 During this process, the range of alternatives to be analyzed and reviewed during the EIS process is determined 40 C F R § 1508 25 NEPA does provide for a supplemental EIS if "the agency makes substantial changes in the proposed action that are relevant to environmental concerns, or there are significant new circumstances or information relevant to environmental concerns and bearing on the proposed action or its impacts," or if the agency "determines that the purposes of [NEPA] will be furthered by doing so " 40 C F R § 1502 9(c) However, as set out above, the SEIS process includes neither a scoping period nor the addition of alternatives 40 C F R § 1502 9(c)(4). The window of opportunity for submitting alternatives is during the EIS scoping period That period has long passed

Adding Alternatives After the EIS Scoping Period Is Inappropriate Although NEPA does require an analysis of all reasonable alternatives to the proposed action, the breath and depth of this analysis is limited 42 U.S C § 4332(2)(C)(iii). The identification and analysis of reasonable alternatives is to occur during the scoping process for the EIS 40 C F.R § 1502.9(c)(4), 1502 14. Courts are critical of intervenors who attempt to submit an alternative after an EIS is completed The duty to explore and evaluate all reasonable alternatives extends "to all plausible alternatives prominently presented in a timely manner during the EIS process " Sierra Club v Marsh, 744 F Supp 352, 362 (D Maine 1989) The time to present alternatives is during the EIS process, not afterwards To allow the ongoing inclusion of alternatives would mean that the EIS process theoretically could never end

The Collier Resources Company and the Hoover Environmental Group have attempted to do just that – prolong the EIS process – by seeking to add their plans to the SEIS –and the Air Force has allowed this to happen Neither of these plans were mentioned, much less considered during the EIS process There is no support under NEPA to allow their consideration now

On February 27, 1998, a Notice of Intent to Prepare a Supplemental Environmental Impact Statement for the Disposal of Portions of the Former Homestead Air Force Base, Florida was published in the Federal Register. The Air Force attempted to reopen the scoping process in the supplemental environmental impact statement ("SEIS") by stating that the SEIS would also "address the potential environmental impacts of any reasonable disposal alternatives and include possible mitigation measures " 63 Fed Reg 10006 Under the scoping requirements, however, an agency is to revise its scoping determination only "if substantial changes are made later in the proposed action or if significant new circumstances or information arise which bear on the proposal or its impacts " 40 C F R § 1501 7(c) Neither has occurred in this matter The proposed action has remained the same throughout the process. Yet, the Air Force has used the SEIS process arbitrarily to reopen scoping and add a so-called "mixed use" alternative, to which it added, even later, the Collier and Hoover plans

Even if, under some interpretation of the Air Force's requirements under NEPA, the Air Force could actually determine that the addition of alternatives were allowed in the SEIS, the alternatives would have to be added during the initial stage of the SEIS and following a formal scoping hearing and opportunity to comment, not during some secret process midway through the formal NEPA procedure. Otherwise, contrary to due process requirements, the public is denied notice of the SEIS's proposed content In this case, Collier submitted its plan to the Air Force on May 17, 1999, fifteen months after the intent notice was published and theoretically months after the draft SEIS should have been published Under these circumstances, it is obvious that these other plans have been added at the arbitrary whim of the federal agencies with no grounding in law for such additions. The Air Force has attempted to include the Collier Plan as a mixed use alternative in an attempt to circumvent the due process requirements found within the scoping process

The addition of the Collier Plan violates all notions of Environmental Justice and due process By circumventing all public comment periods during the SEIS development process, the Air Force and the Colliers have denied an opportunity to comment to the people who have the most to gain from development of the Base as a commercial airport and the most to lose from the adoption of the Collier Plan.

The Collier Plan is nothing more than a form of federal "red-lining" in the 21st Century as a way to prevent African American, Hispanic and poor people in the Homestead-Florida City area the opportunity for employment and elementary sustenance See Exhibit 1 Under any scenario, the Collier plan is not a legitimate alternative which the Air Force should legally consider These added plans are inappropriate additions to the NEPA process in a blatant attempt to circumvent the law for personal gain

The Collier Plan is not a Reasonable Alternative As stated above, even if the Air Force were allowed to add alternatives during the SEIS phase, the Collier Plan would not be considered a reasonable alternative The "concept of alternatives must be bounded by some notion of feasibility " Vermont Yankee Nuclear Power Corp v NRDC, 435 U S 519, 551 (1978) The plan must be feasible, not speculative. As explored further below, the Collier Plan is based upon a number of events happening that are contrary to existing U S law See Section IV Unless these events are carried out, the Collier Resources Company would be unable to carry out its plan

In 1996, the National Park Service stated that a possible trade of oil drilling rights in the Big Cypress National Preserve for federal lands would not be worth a great deal to DOI primarily because the risk of future oil and gas exploration was of no "significant threat" to the preserve Report Casts Doubt on Oil Deal, *St. Petersburg Times*, May 19, 1996 The Park Service stated three reasons for this (1) Big Cypress applies the 'strictest environmental safeguards' to oil drilling, (2) there is little industry interest in this area, and (3) past exploration of the most promising sites has had little success (two discoveries out of thirty attempts). Id. Clearly the fact that the United States would not stand to gain by a land swap, coupled with the fact that the DOI

has no jurisdiction to conduct one in the first place, makes this a speculative alternative at best Therefore, the Collier Plan cannot be considered reasonable under NEPA

IV. The Air Force Has, In Any Event, No Discretion to Transfer Homestead AFB Property to Interior as Required by the Collier Plan

Lost within the rhetoric of the environmental community's opposition to the LRA's redevelopment plan and support for the Collier Plan, and the rhetoric of the federal agencies and individuals who support them, is the simple fact that the plan is dependent upon the acquisition by the DOI of an interest in property at Homestead AFB which, according to the May 17, 1999 proposal of the Collier Resources Company Group, would be the subject of a swap for Collier's oil and gas rights in the Big Cypress National Preserve The DOI currently has no property interests in Homestead AFB Now, more than five years after the Air Force declared the closure portion of Homestead AFB surplus to federal real property requirements and after more than five years of environmental review of the LRA's redevelopment plan, including the Air Force's decision that the surplus property "will be made available for disposal for use as a public airport," the DOI's opportunity to acquire excess property at Homestead AFB has long since passed

In February 1994, the Air Force notified federal agencies of the availability of excess federal property at Homestead AFB Timely requests were received by the U S Department of Treasury and the U S Department of Labor for portions of the excess property No request for property was made by the DOI Consequently, on July 23, 1994, the majority of the base was declared to be surplus to Federal property requirements Although DoD regulations governing the identification of interests in property grant the Air Force the discretion to consider late requests for property 32 C F R § 175 7(15), the exercise of such discretion in this case would violate the plain language of Section 2910 of the Defense Base Closure and Realignment Act of 1990 ("DBCRA"), 10 U S C § 2687, which provides that

> the Secretary shall take such actions as the Secretary determines necessary to ensure that final determinations regarding whether another department or agency of the Federal Government has identified a use for any portion of a military installation to be closed under this part, or will accept transfer of any portion of such installation, **are made not later than 6 months after the date of approval of closure of that installation**

DBCRA, § 2910(5)(A)(emphasis added)

A request from the DOI for excess property at Homestead AFB more than six years after the date of approval of the closure of Homestead AFB is so far out of time as to be outside the reasonable realm of consideration While the DBCRA does give the Secretary the authority to postpone making such determinations, such a postponement is appropriate only if, after consultation with the redevelopment authority, the Secretary determines that it is "in the best interest of the communities affected by the closure of the installation" Id at 2910(5)(B) As

discussed in more detail elsewhere in these comments, consideration of a request by the DOI for property at Homestead AFB would not only not be in the best interest of the communities affected by the closure of Homestead AFB, but it would be a direct affront to them

Even if the Air Force had the discretion to consider a late request by the DOI for property at the Base, it would be a clear abuse of discretion for the Air Force to grant such a request in this case By regulation, transfers based on a late request are "limited to special cases or determined by the Secretary of the Military Department " 32 C F R § 175 7(a)(15)(i) At a minimum, the Secretary is required to take into account the "time and effort invested by the LRA in the process " 32 CFR §175 7(a)(15)(iii) There can be no question that the LRA, as well as the Federal government, have invested substantial time and effort into the disposal and transfer of Homestead AFB Miami-Dade County has received approximately $15 million from the Federal government for planning and development It would be an extraordinary waste of taxpayers' funding to have spent this money with no return

Even greater than this is the investment of hopes and dreams by the disadvantaged and forgotten residents of Homestead and Florida City Their interests and rights in the economic revitalization of Homestead AFB have after all the years and promises, fully vested These rights and interests cannot be so easily divested by the transfer of any portion of Homestead AFB to DOI for the ultimate conveyance to the Collier family

Transfer of property to DOI for the purposes intended, regardless of the lateness of the request, would, in any event, run afoul of BRAC and DoD's surplus regulations Fundamental to these is the principle that the requesting agency's request for excess property be premised upon the need for the property to fulfill a specific purpose relevant to that agency's program 32 CFR §175 7(a)(9)-(10), 41 CFR 101-42 201-2, 101-47.801(b). The benefit accrues because the agency would otherwise purchase non-Federal land to accomplish its goal In this case, DOI is interested in Homestead AFB for no purpose other than to swap the land for the Collier's mineral rights in Big Cypress National Preserve This purpose runs afoul of the standards designed to ensure that agencies actually need the land, because the DOI's real purpose for property from Homestead AFB is two steps removed from the transaction. In fact, the real purpose -- i.e., the land swap - is a process distinct in its own right and subject to notice and comment and judicial review and, therefore, subject to rejection or being set aside

CONCLUSION

For the reasons set forth above, the Coalition believes the Air Force should complete the final EIS process once again and conclude, as is reflected in the original EIS, ROD, and the draft SEIS, the Homestead AFB be transferred to the LRA for its intended use, a public airport

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August 10, 1999

VIA HAND DELIVERY

The Honorable Janet Reno
Attorney General of the United States
United States Department of Justice
950 Pennsylvania Avenue, N.W., Room 4545
Washington, D C 20530-0001

Re **PETITION FOR EXTRAORDINARY RELIEF**

Dear Madame Attorney General

This Petition for Extraordinary Relief is submitted, by and through the undersigned, on behalf of the Florida municipalities of Florida City, with a population in excess of 6,000, and Homestead, with a population in excess of 25,000; the Coalition of Florida Farmworker Organizations, Inc , a coalition of organizations dedicated to improving the living and working conditions of migrant and seasonal workers and the rural poor, the Dade County Farm Bureau, which works to improve the economic well-being of over 3,000 farming families, New Visions for South Dade, Inc , a group dedicated to the empowerment of minority peoples in the region, Greater New Covenant Missionary Baptist Church, with over 800 members, RCH - Haitian Community Radio, Haitian leaders in the Homestead Community, and the Homestead Air Base Development, Inc , a minority owned business enterprise that is authorized by Miami-Dade

■ WASHINGTON, DC ■ HOUSTON ■ AUSTIN
■ HONOLULU ■ LAS VEGAS ■ MIAMI ■ MCLEAN

Exhibit I

County, the designated Local Redevelopment Authority ("LRA"), to develop the Homestead Air Force Base.

We formally request the Department of Justice ("Justice") to intervene in the Department of Defense ("DOD")'s unjustifiable, continuous imposition of irreparable harm to the health and welfare of the poor, underemployed, unemployed, Caucasian, African American, Carribean and Hispanic residents of these municipalities and enjoin the violations of the Base Realignment and Closure Act ("BRAC"), the National Environmental Policy Act ("NEPA"), Executive Order 12898 (Environmental Justice), Title VI of the Civil Rights Act and elementary notions of equal protection and fairness

These residents of Florida are located near the former Homestead Air Force Base ("Homestead AFB" or "the Base")(the site has been redesignated as the Homestead Air Reserve Base) in southern Miami-Dade County - a geographic area and cultural setting with which you are familiar Homestead AFB was slated for closure in 1993 under BRAC. Long ago and under any reasonable standard of law and equity, the Homestead AFB should have been converted to an economically productive use as determined by the effected officials of these municipalities, as well as Miami-Dade County Instead, using and manipulating NEPA as a shield, the DOD, the Council on Environmental Quality ("CEQ") and the Department of Interior ("Interior") have engaged deliberately in an extraordinary charade of purporting to comply with its requirements In the process -- now more than six years in duration -- it has denigrated the cultural and economic heart of these communities and disregarded the civil, economic and environmental justice rights of its residents, especially its poor and minority peoples.

Only your extraordinary intervention can penetrate this charade and its resulting harm from continuing Other than a costly, consuming judicial remedy, we are without further recourse.

I.

The Homestead Area: The Emergency of Poverty and Unemployment

Poverty and Unemployment. The municipalities, especially Florida City and Homestead and the individuals within them, that constitute your Petitioners are among the poorest in the nation. More than 37% of Florida City and 30% of the people in Homestead are below the poverty level. Approximately 15% are unemployed in Florida City, over twice as many as in Miami-Dade County. The number of individuals on welfare is increasing Charity cases at the only acute care hospital within 13 miles are 150% more than in the County; the hospital, already strained severely by 30,000 emergency cases a year, is among the busiest in the nation. The drain

of public financial resources and on human capital is unacceptable to all, especially to the individuals and families affected daily by this condition [1]

The Department of Housing and Urban Development considers Florida City and the Homestead area among the poorest in the nation their rural poor wholly unable to benefit from the nation's economic prosperity In its recent Report, "Now is the Time Places Left Behind in the New Economy", Secretary Cuomo lamented the dilemma of rural poverty -- among the islands of poverty in America -- in a manner that has direct meaning to the poor and minorities of this area. "Rural poverty is often symptomatic of a region's narrow economic base -- a focus 'on extractive industries' like mining or agriculture, for example to the exclusion of other kinds of economic activity "[2] Homestead AFB was the "economic base" in this area 6,000 active duty jobs, 2,000 civilian jobs, and 7,000 retirees and dependents In turn, they created secondary jobs and economic growth valued at $400 million annually [3]

All now is lost since the Base closed in 1993 Nothing has taken its place. The Base remains idle.

Hurricane Andrew. Hurricane Andrew also devastated the area. It caused $2 5 billion in damage, uprooted people, caused the flight of elderly and retired residents, and physically destroyed the small business, tourist and agricultural institutions that are the source of the area's jobs and the dignity of those individuals who need those jobs to protect, albeit often in minimal terms, the health of their families [4] More than 80% of the structures in Florida City and

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[1] City of Florida City, Mayor's Office, May 1999, Letter from Bo Boulenger, Chief Executive Officer, Homestead Hospital to Representative Carne Meek (February 11, 1999)

[2] Now Is the Time. Places Left Behind in the New Economy, U S Department of Housing and Urban Development 9 (April 1999), Unmasking Poverty, New York Times, April 29, 1999, at A29

[3] Department of the Air Force, Socioeconomic Impact Analysis Study, Disposal and Reuse of Homestead Air Force Base 3-5 (January 1994), Boulenger letter, supra, note 1, at 1-2

[4] The Beacon Council (Miami)(May 5, 1999)

Homestead were damaged or destroyed in the hurricane and the property tax base dropped to 60% of its pre-storm level in 1993 [5] The area lost 31% of its population [6]

Another story, with problematic historical antecedents, also underlies these statistics It's the story of agricultural and migrant workers $1 billion dollar loss in agriculture, including major damage to nearly 80% of the 3,665 local area farms, severe drops in vegetable and fruit production, and the unseemly dislocation of families and their dependence, now diminished, on tilling the soil and getting nurtured from the earth "This has nothing to do with Johannesburg or Capetown . . This is Florida These are citizens of the United States "[7]

The hurricane also physically destroyed Homestead AFB and led to its closure [8]

For each of the municipalities, and the poor and minority populations within them, Hurricane Andrew made even more tenuous their hope for a livelihood for themselves and their children

Homestead AFB. The last thread of that hope, the thread that separates these poor and minority residents from despair and want, is the fate of Homestead AFB Its re-use, in the manner described below, would yield approximately 7,800 direct jobs, 5,200 secondary jobs and 1,220 peak year primary and secondary construction jobs.[9]

With, what appears to us, to be the witting or unwitting aid of Interior, the overt, sustained bias of the CEQ, and the narrowly conceived, compulsive imperative of various

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[5] City of Florida City, supra, note 1, Beacon Council, supra, note 4

[6] City of Homestead, *Community Profile* (May 1999), http //ci.homestead fl us/about/profile html, Beacon Council, supra, note 4

[7] Edward R Murrow, Harvest of Shame, CBS Reports (1960), Sperber, A M., Murrow His Life and Times 604 (Bantam Books 1987), *Community Profile*, supra, note 6

[8] Despite Recovery Signs, South Dade Still Hurting, Associated Press, May 27, 1997, Department of the Air Force, Final Environmental Impact Statement, Disposal and Re-use of Homestead Air Force Base, Florida 3-1 (February 1994) [hereinafter Homestead FEIS]

[9] Homestead FEIS, supra, note 8, at S-17

environmental groups, the needs, lives, and hopes of these poor and minority residents have been rendered invisible

There is a human emergency in this area among the most vulnerable and exploited of its residents The law and the power of the United States have been the primary, and wholly inexcusable, cause In important respects, the Homestead area has been abandoned by this government

II.

Hope: Homestead Air Force Base and Its Approved Reuse

Homestead AFB is located approximately 20 miles southwest of Miami and within five miles of the cities of Homestead and Florida City Its history and relevance to this area is an important antecedent to the current dilemma and the unfairness it represents

Relevant History. The Homestead Army Air Field was activated by the Air Force in September 1942 for transport and training purposes during WWII After a severe hurricane in 1945, the site remained idle. It was owned by Dade County Port Authority until the Federal government reacquired it in 1953 It was reactivated and substantially expanded through the late 1960's in response, in part, to the Cuban Missile Crisis and its strategic implications Other military considerations and the brutal physical impact from Hurricane Andrew in 1992 dramatically altered the Base's viability and strategic purpose [10]

Until that time, the Homestead AFB provided critical and substantial employment and economic benefits to the local communities, a powerful economic and cultural resource for the otherwise economically tenuous Homestead area Its closure, however, was not effectuated gradually or in a manner reflective of sound, long term regional planning. It happened suddenly and irrevocably. Consequently, the "abruptness" of its closing only added to the compelling moral, social, economic and legal imperative to act expeditiously to assure a continuity of community re-use It was too vital a resource to people's lives, especially the most vulnerable, to leave it idle

The Closure and Promise of Re-Use. Homestead was one of the bases recommended by the 1993 Defense Base Closure and Realignment Commission for realignment Pursuant to the Defense Base Closure and Realignment Act of 1990 (Public Law 101-510, Title XXIX), Homestead AFB was scheduled for realignment on March 31, 1994 [11]

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[10] Homestead FEIS, supra, note 8, at 3-2.

[11] Id. at S-1, 1-1

The property to be disposed of by the Air Force covers approximately 2,055 acres which includes all or parts of the airfield, aviation support, industrial, commercial, residential and recreation areas of the Base [12] The U.S. Government decided to retain an additional 885 acres, approximately thirty percent of the total Base [13] This was a critical decision.

The Base does, and will continue to, serve national security and drug interdiction purposes The military, including the 482nd fighter wing (Air Force Reserves) and the 301st Rescue Squadron, the Florida National Guard, the Drug Enforcement Administration, and the U.S. Customs Service will use these 885 acres for an airport (commercial and military) in the future re-use of the Base [14] Consequently, all future scenarios and alternatives proposed and studied formally by the DOD -- including retention of the entire Base by the Air Force -- include an airport [15] Any joint use agreement, including with Miami-Dade County, also requires the airport's use as a military and civilian facility Your Petitioners support such a mandatory joint use, along with the other purposes proposed for the future re-use of the Base. Put differently, by law there shall be an airport at the Homestead AFB

President Clinton and the Deputy Secretary of Defense, William Perry, at first, lent credence to the moral, social, economic and legal imperative to assure the expeditious re-use of the Base consistent with and building upon its continued use as a civilian and military airport Homestead, Secretary Perry said in July 1993 -- six years ago -- would be DOD's "model base" under BRAC for expedited funding and re-use. The government, he said, would "supply substantially more grant aid, substantially more support staff" to accelerate the transfer.[16] The principle element in the re-use plan, then as well as now, was a commercial and government purpose airport, a plan, Secretary Perry told those unemployed, poor, minority individuals properly reliant on the honesty of the United States, that "is well launched, and we should fully support it "[17]

President Clinton only enhanced that reliance and reiterated, as a legal matter, the seemingly solid basis for doing so. He stated in 1993 that the purpose of BRAC is to accelerate

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[12] Id. at S-1

[13] Id. at S-1.

[14] Id. at 2-4, 2-18

[15] Id. at 2-1 to 2.3 3

[16] Air Base Put on Fast Track for Renewal, Miami Herald, July 8, 1993, at B1

[17] Id.

re-use in accordance with the precise kind of important economic and cultural objectives then poised for accomplishment at Homestead [18] Within the President's National Economic Council, a special portfolio was established to assure expeditious attainment of such an objective

Hope and reasonable expectations, enhanced materially by the attitude and legal framework set out by public officials, seem solidly grounded in fact and law

III.

Environmental Compliance Has Occurred: Six Years of Study and Analysis

By any variant of the "plain meaning rule," Congress made plain its intent with respect to expeditious compliance with NEPA It stated

> not later than 12 months after the date of the submittal to the Secretary of Defense of a redevelopment plant or an installation approved for closure under a base closure law, the Secretary of Defense shall, to the extent practicable, complete any environmental impact analyses required with respect to the installation, pursuant to the base closure law under which the installation is closed, and pursuant to the National Environmental Policy Act of 1969 [19]

These plain words were derived from an equally plain legislative expression. "The Conferees recognize," the House Conference Report stated, "that [NEPA] has been used in some cases to delay and ultimately frustrate base closures, and support the narrowing of its applicability for closure and realignment under this act "[20]

The Air Force was selected as lead agency for purposes of NEPA compliance. The Federal Aviation Administration ("FAA"), the U S Customs Service and the U S Department of

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18 The President's Five-Part Base Closure Community Revitalization Program requires jobs-centered property disposal, fast-track cleanup, base transition coordinators, easy access to transition and redevelopment help, and larger economic development planning grants and technical assistance (July 2, 1993)

19 National Defense Authorization Act for Fiscal Year 1994, P.L. 103-160, Div B, Title XXIX, Subtitle A, § 2911, 107 Stat 1924 (1993)

20 H.R. Conf Rep. No. 100-1071, at 23 (1988), *reprinted in* 1988 U.S.C.C A.N 3395, 3403

Veterans Affairs ("VA") were all identified as cooperating agencies. The Notice of Intent to prepare an environmental impact statement for the disposal and reuse of Homestead (the "EIS") was published in the Federal Register on July 20, 1993 The scoping process began with a public meeting on September 14, 1993 [21] A public hearing on the scope of the EIS was held in Homestead, Florida on December 1, 1993 and further public comment invited [22]

Community Participation and LRA Support For Re-Use Plan. The Air Force reviewed numerous documents and plans suggested by a variety of entities, including the Homestead AFB Regional Economic Impact and Redevelopment Plan Team, Metro Dade County and Dade County Aviation Department, in its development of the proposed and now approved re-use Plan.[23] Twenty federal agencies, nine state agencies, twenty regional agencies and ten private organizations were in consultation with DOD in the preparation of the re-use Plan and in the preparation of the draft and final EIS [24] The Re-Use Plan for the Base, as proposed, formally includes

(i) The Homestead International Technical Research and Aviation Center (HITRAC)(this includes a regional airport, general aviation facilities, a commercial terminal, air freight, general industrial warehouse distribution, express cargo hubs, and aviation maintenance and training facilities),

(ii) An agro-industrial complex,

(iii) World Teleconference Center,

(iv) Office parks;

(v) An upward mobility training and education center,

(vi) A district park, and

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21 Homestead FEIS, supra, note 8, at S-2, 1-6

22 Id.

23 Department of the Air Force, Record of Decision for Partial Disposal of Homestead Air Force Base, Florida 6 (October 26, 1994) [hereinafter Homestead ROD]

24 Homestead FEIS, supra, note 8, at 5-1, 5-2.

(vii) Housing to alleviate South Dade's housing supply problem at all levels, traditional housing, low-income housing and housing for the homeless.[25]

Miami-Dade County concurs fully with this re-use Plan.

The EIS. Pursuant to NEPA requirements, the Air Force (with the FAA and the VA) examined thoroughly and carefully the proposed Plan, two alternatives to it and the no-action alternative These alternatives included (i) an aviation/industrial/institutional alternative, including more industrial uses, a corrections center, more acreage in educational use, and a residential area, (ii) an aviation/public facilities/recreation alternative, including a greater percentage for public facilities and recreation uses, and a national veterans cemetery, and (iii) a no-action alternative [26] In addition, the proposed action had three options which included the development of a second runway; the military deployment of Crown Hurricane; and the establishment of U.S. Army Reserve helicopter and support operations [27] The Air Force also examined its authority to provide for interim uses of the base facilities and property.[28]

Following the EIS's completion, the Air Force presented its findings in the draft EIS and invited public comment. All of the above alternatives were made available for public review between November 1993 and January 1994

In addition, other Federal agencies were required to review and respond to the Draft EIS Interior provided comments to the draft EIS through its regional office in Atlanta on January 13, 1994. Interior urged that the draft EIS evaluate whether the airport at Homestead could fulfill the needs being provided by the Jetport (Dade-Collier Training Airport) located in the Big Cypress National Preserve Interior states that "[i]t would appear that the reuse of Homestead Airport could be an acceptable replacement, and this action should be considered in the final EIS "[29] Interior supported an airport at Homestead It also raised a concern about the need for conditions on the transfer relative to noise in order to protect wildlife at the Everglades

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25 Homestead ROD, supra, note 23, at 7-8.

26 Homestead FEIS, supra, note 8, at 2-22

27 Homestead ROD, supra, note 23, at 8

28 Homestead FEIS, supra, note 8, at 2-36

29 Letter from James E Lee, Regional Environmental Officer, Department of Interior to Department of the Air Force (January 13, 1994).

No comments were received by local, regional, or national environmental organizations

Final EIS. The final EIS was completed in February 1994 and the Record of Decision entered on October 26, 1994 (the "ROD"). More than 14 months transpired between the Notice of Intent and the ROD during which time a thorough analysis occurred and a full and fair opportunity for public comment Participation was provided and acted upon promptly and thoughtfully by many federal, state and regional agencies, individuals and groups. The compelling moral, social and economic imperatives -- with the imposition of essential environmental conditions and a full understanding of impacts -- was presented with clarity to DOD and others as a basis for decision Consistent with Congress' intent and the President's and Secretary's public declaration, DOD also had essentially complied with its own regulations to complete the NEPA process "[n]ot later than 12 months from receipt of the redevelopment plan "[30] NEPA had served its purpose

In the ROD, the Air Force evaluated the potential environmental issues based upon the proposed action and the alternatives studied The ROD, along with the EIS, examined the effect of noise on the surrounding area and people [31] Significant conditions concerning the clean-up and use of the Base were imposed [32] The need for subsequent federal approvals (i.e., FAA), as the Base was developed, was recognized clearly.[33] The DOD concluded that transfer to Miami-Dade County was warranted.[34]

On the verge of final approval and transfer, Homestead AFB became hostage to environmental gamesmanship, that is, the use of the nation's environmental laws to manipulate and, as a practical and legal manner, wholly disregard the procedures and substantive purposes of BRAC, the President's Economic Program formalized pursuant to BRAC, NEPA and Executive Order 12898

The subsequent events demonstrate, unequivocally, that there is no hope of the timely use of Homestead AFB for its approved purpose

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30 32 C.F.R. §175.7(d)(3)(1998).

31 Homestead ROD, supra, note 23, at 15, Homestead FEIS, supra, note 8, at 3-114 to 3-126

32 Homestead ROD, supra, note 23, at 15-18.

33 Id. at 13

34 Id.

IV.

Hope Dashed: NEPA As A Shield and A Tool For Abuse

For almost five years, the final EIS and the ROD have been held in an ideological limbo In time, the government's promise was laid bare as a cruel deception

As a practical matter, the moral, social, economic and legal imperative articulated by the President and Secretary, and inherent in the conditions and needs of the region, was neither shared nor implemented by the responsible agencies of this Administration DOD, Interior or the CEQ Contrary to the fundamental intent of Congress, and belying the pretense of the Environmental Justice's essential rhetoric and imperative, "federal agencies [and] federal funds [are being] used in a predatory manner" against the poor and minorities of South Florida. Named Individuals of the San Antonio Conservation Society v Texas Highway Department, 400 U S 968, 970 (1970) (Douglas J , dissenting)

Predatory Conduct In July 1996 -- two years after the ROD -- George T Frampton, Interior's Assistant Secretary for Fish and Wildlife and Parks, emerged full boar Writing to both the private, non-profit World Wildlife Fund and the FAA on the same day, Secretary Frampton -- now the Chairman of the CEQ -- focused not on the ominous threat to the human condition prevailing in South Florida but with "the growing concern of the Federal agencies involved in the Administration's historic plan to protect and restore the Everglades and the ecosystem of South Florida [with] the development of a commercial airport at Homestead Air Force Base in Dade County "[35] Assistant Secretary Frampton insisted further that

> to ensure that redevelopment of Homestead does not conflict with the ongoing efforts to restore and improve the environment of South Florida . . any redevelopment plan recognize the special considerations that must be given to the National Parks and other sensitive areas surrounding the base [36]

The intent is clear Secretary Frampton wanted the transfer to Miami-Dade County delayed. He also provided the legal shield for environmental groups and the CEQ to render invisible the needs of the poor and minorities in this area. The Everglades Coalition, relying on

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[35] Letter from George T Frampton to David Hinson, FAA Administrator (July 22, 1996)(referenced in letter from Bradford H Sewell, Paul, Weiss, Rifkin, Wharton and Garrison to William Perry, Secretary of Defense 21 (October 28, 1996))

[36] Id.

Secretary Frampton's rationale, further enlarged the shield and appealed directly to the CEQ. The EIS, ROD, and the numerous public hearings, meetings, and opportunities for participation for Interior, the CEQ and the Everglades Coalition or its individual members, were now considered inadequate

Senior Administration officials promised a final decision on Base Re-use in 1997 It did not happen.[37] The fate of the Florida Everglades is important to all the residents of Florida. It appears to your Petitioners, however, that the fate of the poor and the minorities in this area are of no comparable consequence

The harm from this history of conduct has been irreparable The Base remains idle Its re-use unresolved

The Supplemental EIS In February 1998, a notice of preparation of a supplemental EIS (the "SEIS") was published in the Federal Register [38] According to the Air Force, the draft SEIS will not be released until August 1999 The entire SEIS process, culminating in a Record of Decision, will not occur until March, 2000 [39] Put differently, for reasons nowhere explained or legitimately substantiated, the SEIS and another ROD will take longer to prepare than the full EIS and ROD In the end, assuming the now well documented unlikelihood the time frame will be met, the EIS process will be more than seven years in duration

The attitude that spawned this conduct is disappointing and a complete denigration to the morale and worth of the poor and minority peoples of the Homestead area. As a practical matter, the moral, social, economic and legal imperatives that once imbued the need for expeditious action have been torn asunder. We are constrained to reiterate this point: the poor and minority residents of the Homestead area have been rendered invisible by the United States

The Prejudiced Advocate: CEQ. The CEQ has a statutory duty under NEPA and its own regulations to assure proper compliance with NEPA's procedural requirements by those agencies mandated by law to prepare an EIS Neither it, nor this Administration before the

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[37] In Hurricane's Wake, A Storm Brews Over Redevelopment, Los Angeles Times, November 11, 1997, at A5

[38] Notice of Intent to Prepare a Supplemental Environmental Impact Statement (SEIS) for the Disposal of Portions of the Former Homestead Air Force Base (AFB), Florida, 63 Fed. Reg 10006 (February 27, 1998)

[39] Letter from Jeb Charles Johnson, General Counsel, Air Force, to Honorable Robert Graham, U.S Senate (February 5, 1999)

federal judiciary, has stated that NEPA compels a particular substantive outcome; and the CEQ, especially because it is within the Executive Office of the President and directly responsible to Vice President Gore, must act with particular care in not improperly intruding on the statutory duty given, in this case, to the DOD, in order to advocate such a particular outcome This prohibition is especially warranted when, as here, the SEIS process is not yet completed

CEQ, now headed by George Frampton, has plainly violated this prohibition. During a meeting held on June 8, 1999, Sally Erickson, the CEQ's Associate Director, informed one of the undersigned, as well as Mayor Shiver of Homestead, that neither the CEQ's mission -- which is responsible for assuring compliance with Executive Order 12898 -- nor the requirements of NEPA include an obligation to protect the interests and lives of poor or minority peoples

This is wholly inappropriate and highly prejudicial conduct Such an obligation, embraced within the Executive Order and the Civil Rights' statutes, falls plainly on the CEQ (and Interior) Even NEPA "is not a mandate to pursue environmental policies to the exclusion of all others " Cape May Green, Inc v. Warren, 698 F 2d, 188 (3rd Cir 1989), especially following issuance of the President's Order. Moreover, your Petitioners believe the CEQ -- and Interior -- have concluded only one substantive outcome is acceptable to them. no military and commercial airport at Homestead AFB and all the interrelated purposes set forth in the fully approved and studied Re-Use Plan.

The CEQ, as a practical and legal matter, should be barred from any further participation or oversight in the DOD's or FAA's compliance with NEPA.

V.

The Unabashed Denial of Environmental Justice and Constitutional Rights

The Justice Department is familiar with the environmental justice movement, especially its basis in the nations' civil rights history and jurisprudence Two elements of that history are essential to evaluating the misconduct here and the need for your intervention

Environmental justice was born of a tension. the nation's environmental groups – largely white and middle class – and the governmental institutions created to implement the environmental laws, either disregarded the poor and minority or exploited their powerlessness. Despite seeming progress in the past decade to recognize and change that exploitation, the same attitude and manipulation continues within and without the government.

Here, in two lengthy, purportedly comprehensive letters (October 28, 1996 and November 11, 1996) written by Paul, Weiss, Rifkin, Wharton and Garrison on behalf of the Everglades Coalition and various nationally recognized federal and state tax exempt organizations, not a

single word is devoted to the culture, lives, hopes, or needs of the poor and minority populations of this area. Their absence is endemic to a baser attitude To these environmental groups, these poor and minority residents are invisible and irrelevant The effectiveness of these environmental groups in conveying that message, and the seemingly suspect receptiveness of the relevant government agencies is clear from Interior and the CEQ's conduct, and from the DOD's response and the new schedule for NEPA compliance we now confront.

By all indications, despite their duty to act within the framework of a legitimate public purpose, the environmental groups have attained the stature of a "shadow government." Jackson v. the Statler Foundation et al., 496 F 2d 623, 627 (2nd Cir. 1973) It appears to your Petitioners that these groups are acting with an inappropriate nexus or "symbiotic relationship" to federal and other governmental agencies See, e.g., Graham v. Tennessee Secondary School Athletic Association, 1995 U.S. Dist. LEXIS 3211, *8, (Feb. 20, 1995) The effect. the rights of your Petitioners are diminished severely.

This Petition is premised in large part on the need for you, and the Department of Justice, to stop the underlying and politely unsaid discriminatory imperative which forms the basis for these letters and the federal governments' institutional bias that acquiesced in their demands

On February 11, 1994, President Clinton issued Executive Order 12898, ordering Federal agencies to address environmental justice in minority populations and low-income populations. Every Federal agency was to develop an agency strategy for environmental justice. This Executive Order was intended to confront and meld this tension Fundamental to all federal conduct was the duty to ensure that

> [e]ach Federal agency shall conduct its programs, policies, and activities that substantially affect human health or the environment, in a manner that ensures that such programs, policies, and activities do not have the effect of excluding persons (including populations) from participation in, denying persons . . the benefits of, or subjecting persons . . to discrimination under, such programs, policies, and activities, because of their race, color, or national origin.

Executive Order 12898, Sec. 2.2 (Emphasis added)

This imperative parallels its true statutory soul mate -- Title VI of the Civil Rights Act -- not the jurisprudence of the Clean Air or Water Acts or the public lands laws or the now compulsive cultural imperatives that have tempered the environmental groups involved in this controversy This is the second element of the history of the environmental justice moment that has been lost within the corridors of DOD and DOI and the living rooms of those who have

The Honorable Janet Reno
August 10, 1999
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abused NEPA's purpose and procedure Title VI, although of obvious familiarity to you and the Department of Justice, needs reiteration It provides that

> [n]o person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.

42 U S.C § 2000d (Emphasis added)

There is a fundamental jurisprudence that underlies this duty, as set forth in Title VI and the Executive Order the poor and minority peoples of this nation – including here, in South Florida – were to be neither exploited for their powerlessness by placing noxious, harmful projects in their midst that no one else wanted nor denied the benefits of federal programs, including under BRAC, so that their communities could be exploited for the recreational and aesthetic benefit of those of greater wealth, mobility and power

Moreover, "[w]hen a government erects a barrier to make it more difficult for one group to participate in a governmental program, that group has been denied its federally-protected constitutional right to equal protection" Houston Contract v Metro-Transit Authority, 993 F Supp 545, 557 (S D Tex. 1997) Justice Burger stated it more precisely as follows "To conclusively deny one subclass benefits presumptively available to the other denies the former the equal protection of the laws guaranteed by the due process provision of the Fifth Amendment" Jiminez v Weinberger, 417 U S 628, 637 (1974).

In the context of what has occurred in the Homestead area, the purpose and historical imperatives of President Clinton's Executive Order, and related constitutional protections that provide the rationale for the people it protects, have been totally denigrated by the agencies of this Administration

VI.

Relief Requested: Give Imminent Hope to These Communities

We respectfully petition the Attorney General to intervene in and assure the procedural duties of NEPA are not exploited further by the conduct of DOD, the relevant environmental groups, the CEQ and Interior to the discriminatory, severely detrimental harm of the poor and minority peoples of South Florida It is the most imminent threat they confront Neither public nor private conduct should be exempt from your scrutiny At minimum, for the reasons described above, the CEQ should be barred from any further participation.

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There is such a deep, fundamental unfairness here that we are unable to seek a recourse, other than your intervention, that could protect our interests and assure the timely completion of the EIS and the ROD process The new Supplemental EIS process already is underway. We can only hope to limit the prejudice and assure its deadlines are met No further delay is tolerable "The process has dragged out appallingly [U]nder the circumstances, the administrative process must end" Old Ben Coal Co v Burnette Scott, 144 F 3rd 1045, 1046 (7th Cir 1998) By any reasonable standards, it should be brought to a complete end by March 31, 2000

We stand ready and prepared to aid the DOD and the Department of Justice in this effort, as we have for years. We are constrained to reiterate, however, that we cannot and should not be exploited further and, if necessary, will seek judicial recourse to assure no further racial, economic and class discrimination occurs against the poor and minority peoples of South Florida

Respectfully submitted,

Harry C. McPherson — Neil Thomas Proto — Lawrence E. Levinson

Counsel for
Florida City,
City of Homestead,
Coalition of Florida Farmworker Organizations, Inc.,
Dade County Farm Bureau,
New Visions for South Dade, Inc ,
Greater New Covenant Missionary Baptist Church,
RCH - Haitian Community Radio, and
Homestead Air Base Development, Inc

MIAMI-DADE COUNTY, FLORIDA

MIAMI-DADE

002712

STEPHEN P. CLARK CENTER

OFFICE OF COUNTY MANAGER
SUITE 2910
111 N.W. 1st STREET
MIAMI, FLORIDA 33128-1994
(305) 375-5311

March 6, 2000

USAF
SEIS, AFBCA/EX
1700 N Moore Street, Suite 2300
Arlington, VA 22209-2802

Re Comments Draft Supplemental Environmental Impact Statement (SEIS) for Homestead Air Force Base, Florida

Gentlemen

Miami-Dade County Aviation Department (MDAD), a department of Miami-Dade County, a political subdivision of the State of Florida, has reviewed the Draft SEIS for the Disposal of Portions of the Former Homestead Air Force Base, Florida (December 2000) MDAD feels that the document, as written, is an accurate and complete account of the environmental issues surrounding the disposal of portions of the Base Further, it is our opinion that the Document clearly shows that the use of this property as a commercial airport would not create any adverse environmental impacts, and therefore respectfully requests that the property be conveyed to Miami-Dade County At this time we would also like to point out that the Miami-Dade County Aviation Department has been directed to work with the Federal Aviation Administration, the Department of the Interior and the Department of Defense to further reduce aircraft related off-airport noise impacts identified in the Document.

It is our further opinion that the hearings here in Miami on February 1-3, 2000, elicited no factual testimony that the Draft SEIS was flawed, that the data was incomplete, or that the finding of no material adverse impact was incorrect Under separate cover your office will receive information from our Department of Environmental Resources Management (DERM) that will strengthen the accuracy of the SEIS

Commercial aviation is one of the principal economic engines that drives the Miami-Dade economy, an essential component of the County. To be prepared for the future aviation needs of South Florida the County needs Homestead Regional Airport. Likewise, Everglades and Key Biscayne National Parks are unique sites in the nations park system And, as is demonstrated in the SEIS, both a commercial airport and the two national parks can co-exist without negative impacts to our environment or our economy

Sincerely,

M.R. Sterheim
County Manager

cc Gary J Dellapa, Aviation Director

002717

Shirley F. Folse
445 Live Oak Ave
Chuluota, FL 32766

United States Air Force
Homestead SEIS
AFBCA/EX
1700 N. Moore St. Suite 2300
Arlington, VA 22209-2802

Re: Airport Development in Florida's Everglades

Dear Sirs:

I strongly urge you to oppose any airport development in Florida's Everglades.

Please be appropriately advised by the draft Air Force Environmental Study which was released in January and by the good sense of Babbitt and Browner's recommendations.

Please stand firm against airport development in The Everglades. Thank you,

S.F. Folse

DWINA MURPHY-GIBB
OAK HALL~5790 NORTH BAY RD.
MIAMI BEACH FL.33140.

002720

March 14, 2000

U.S. Air Force
Homestead Seis
AFBCA/EX
1700 North Moore St.
Suite 2300
Arlington VA 22209-2802

To Whom It May Concern:

Dear Sir or Madam,

I oppose the development of a commercial airport at the Homestead Air Base because I believe it will cause unacceptable pollution and noise in the Everglades and Biscayne national parks. At present there are Miccoussukee and Seminole Native Americans living on their reservation in the Everglades. The noise will be horrendous with increased air traffic, to say nothing of the pollution of the waters in the Everglades. These people have been abused enough with pollution from mercury residuals,from the sugar factories North of the Everglades, leaking into the river. They can no longer fish the river for food on a regular basis. They still rely on their medicine people having access to wild plants and organic plants for their medicines in fighting diabetes and other diseases amongst their people. I discovered that they had one registered medical nurse who visited once a week to administer medical care for four hundred inhabitants. To pollute their environment and destroy their only other means of getting medical attention from their own medicine people is totally unacceptable. Please reconsider your proposals for this region on behalf of those who do not need to fight any more battles for the safety of their health and homes.

Thank you.

Sincerely,

Dwina Gibb.

PHONE: 305~864 2545 • FAX: 305~868 2011
E~MAIL: DWINA@AOL.COM

002724

3300 Indian Meadow Drive
Blacksburg VA 24060-8842
January 27, 2000

Homestead SEIS, AFBCA/EX,
1700 North Moore Street
Suite 2300
Arlington VA 22209-2802

To Whom It May Concern

We are writing to register our objection to the building of an airport at Homestead FL We are concerned about the damage the airport would do to Everglades and Biscayne National Park We believe that a better alternative for the air transportation needs can be found We must preserve our environment if we are to preserve ourselves

Thank you for your attention to this matter

Sincerely,

William T Bailey Jr
Marcia J Bailey

002725

March 19, 2000

Homestead SEIS, AFBCA/EX
1700 North Moore Street - Suite 2300
Arlington, VA 22209-2802

Dear Mr Sir:

I am writing to you for your support to help preserve out environment in Florida. Just a few months ago the US Air force released a study showing that a proposed commercial airport next to Everglades and Biscayne National parks would be harmful to the environment SEVEN TONS of TOXIC POLLUTANTS would be emitted into the air EVERYDAY and hazardous chemicals would wash into groundwater and Biscayne
Bay

However, the Air Force still calls the commercial airport its "preferred alternative." I cannot believe the Air Force could recommend something so detrimental to the environment right next door to our national parks

The very thought of this is incomprehensible

Please STOP this!

Sincerely,

David C Fennimore
20213 Gentle Way
Gaithersburg, MD 20886-1204

002726

March 14, 2000

U.S Air Force
Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington VA 22209-2802

Re: Former Homestead Airforce Base, Miami-Dade County, Florida

To Whom It May Concern.

I am a resident of Miami-Dade County, Florida. Please do not allow a commercial airport to be constructed on the land which was formerly the Homestead Airforce Base. A commercial airport will negatively affect nearby Biscayne National Park and the wildlife that lives there. Please protect our natural resources for our children and grandchildren! A less intensive use would be better suited for this property Thank you for your attention to this matter

Sincerely,

Marie Winslow
731 Falcon Avenue
Miami Springs, FL 33166

CHALLENGE AIR CARGO

002727

March 15, 20000

Homestead SEIS AFBCA/EX
1700 N. Moore Street
Suite 2300
Arlington, VA 22209-2809
Fax: 703-696-8828

Challenge Air Cargo, Inc. is a twenty-two year old Miami-based all cargo airline which provides scheduled service between Miami and 17 cities in 13 Latin American countries. Its revenues in 1999 were $150 million. In 1999 Challenge transported more than 152,000 tons of cargo making it the airline with the second largest volume of international cargo at Miami International Airport. Challenge employs approximately 1,150 persons, more than 600 of whom live in Dade County, Florida.

Most southbound cargo transported by Challenge consists of electronics, computers, telephone equipment and other high tech shipments. Northbound cargo is largely agricultural perishables, which include fresh-cut flowers, ornamental plants, fresh fruits and vegetables.

US-Latin American air cargo volume is projected to grow at about 7 ½% annually for the next 10 years which means that total volume will more than double in a single decade. Almost all of this cargo will pass through the Miami gateway.

There are perceived to be constraints to the expansion of cargo facilities at Miami International Airport that have led county leaders to investigate the possible use of an alternate cargo airport at the former U.S. Air Force base at Homestead. However, many persons who favor an all-cargo airport at Homestead may not be aware that all-cargo airports simply do not work.

Cargo airlines must utilize the same airports as scheduled passenger airlines in order to facilitate the rapid transfer of cargo between the bellies of passenger aircraft and freighter aircraft. This need for rapid transfer is especially critical in the case of perishable cargo which originates in Latin America with transfers in Miami for final destinations in the U.S., Europe and Asia.

P.O. Box 523979 • Miami, Florida 33152

Total capacity provided by dedicated freighter aircraft is only about 36% while lower hold capacity of passenger aircraft is approximately 59% with combi aircraft accounting for the remaining 5%.

An example of the impracticality of all-cargo airports may be seen in the case of Stewart Airport, New York. It would appear that its proximity to JFK airport plus its long runway (11,818 ft.) would make Stewart an ideal alternative to relieve the congestion of JFK. But almost all freight carriers prefer to use JFK because of joint use with passenger aircraft, and Stewart continues to be under utilized.

Over the past forty years a valuable air cargo infrastructure has been built up in and around Miami International Airport. It is unlikely that the freight forwarders, brokers, trucking companies and perishable distributors will be willing to move their investments worth many millions of dollars to Homestead. Instead, many may be tempted by the financial inducements offered by other airports in the southeast U.S. who have tried for years to lure the Latin American air cargo business away from Miami.

I do not pretend to know the highest and best use for the former U.S. Air Force base at Homestead. However, I do know that it is not appropriate for an all-cargo airport.

Sincerely,

B.F. Spohrer
President

AFIF
ASSOCIATION OF FLORAL IMPORTERS OF FLORIDA

8725 N.W. 18th TERRACE
SUITE 106
MIAMI, FLORIDA
33172
TEL. 305-593-2383
FAX 305-593-0309
www.afifonline.org

002728

March 16, 2000

To Whom It May Concern.

We are writing on behalf of the members of the Association of Floral Importers of Florida (AFIF). AFIF has represented the interests of the South Florida fresh cut flower importers since its inception in 1982. AFIF's mission is to (1) advocate Member's interests on national public policy issues and international trade matters to ensure the free flow of imported floral products into the U.S., (2) promote AFIF Members as the most efficient source for foreign grown flowers, and (3) serve as a mechanism for sharing and creating ideas and programs and to develop better skills among Members. Approximately two-thirds of the flowers consumed in the U.S. are imported through Miami International Airport (MIA) and AFIF Members account for approximately 85% of that sales volume. Fresh cut flowers are the number one import through MIA.

We have been asked to respond to the question of whether or not we need an "all cargo airport" in South Florida.

At the present time, our industry continues to need to bring our flowers in through MIA. This need is dictated for a variety of important infrastructure reasons, including:

- We have air lift from South American to MIA, with related back-haul, so that our flowers do not bear the entire cost of a round-trip flight. Further, flowers can be quickly and efficiently moved to other cargo or passenger carriers located at MIA.
- These air carriers have sophisticated refrigerated facilities and knowledgeable personnel to ensure our flowers are kept at the proper temperature and quickly handled during the regulatory inspection process, including x-ray for contraband and PQ inspection for foreign pests and diseases.
- We have USDA APHIS PPQ and U. S. Customs personnel who are knowledgeable of our industry and products and work with AFIF to ensure the timely and efficient inspection of our flowers so that they can proceed on through the infrastructure.
- We have importing companies with their own specialized facilities capable of handling this highly perishable product. They require staff knowledgeable in flowers, including perishable warehouse and technical quality control personnel as well as specialized sales personnel. They ensure flowers are retrieved from carriers in refrigerated trucks, are pre-cooled to 36 degrees, are staged in appropriately cooled warehouses, inspected for quality control issues and marketed by flower variety, color and characteristics to customers throughout North America and Europe.
- We have specialized trucking companies who transport flowers throughout North America in refrigerated trucks so the flowers are kept at the appropriate temperature during transit. We also have airlines who can quickly ship the flowers within North America or to Europe.

All of the foregoing happens within five miles of MIA. This proximity is a critical issue, given the highly perishable nature of flowers and the hot South Florida temperatures. Further, all of this infrastructure has come over time and at great expense. It is safe to say our Member companies have spent hundreds of millions of dollars on specialized buildings and equipment. Their employees are also a group with knowledge specialized to this industry and we would not want to create a "commute issue" for any of these people who are critical to our success. Our Members cannot afford to just abandon this physical and employee infrastructure with a move away from MIA. It is not a simple process to replicate this anyplace else, which has been discovered by other cities that tried to woo the flower industry. All you need to do is look at the lack of success of cities such as Orlando, Florida; Atlanta, Georgia, Blytheville, Arkansas or Dallas, Texas. Because our flowers are very delicate and highly perishable, we need this infrastructure to be in place and close by.

AFIF does not know what the future will bring for our member companies. Individual companies will make business decisions based on their own company's specific situation. But I can assure you, at the present time, their infrastructure needs are close by at MIA.

If you require any additional information, or would like to meet with AFIF representatives, please don't hesitate to contact me.

Sincerely,

Lin Watts
Executive Vice President

cc: AFIF Members

March 17, 2000

002729

Shawn Herman
14-21 31st Road, Apt. 3R
L.I.C., NY 11106

Dear President Clinton,

I am writing to express my opposition to the Air Force's plan to transfer the former Homestead Air Reserve Base to Dade County for development into a major international airport, and to ask you to stop this plan from going forward

As the Air Force's recently completed Supplemental Environmental Impact Statement and other studies concerning the Homestead airport project show, this airport would have devastating consequences for adjacent Everglades and Biscayne National Parks We cannot accept that our national parks should be used as dumping grounds for aircraft noise and other toxins. We cannot accept your support for the transfer of federal property to enhance industrial development at the edge of our national parks that will inevitably lead to secondary impacts like suburban sprawl

The Air Force study also concludes that there is a realistic alternative to the airport, such as developing the site for mixed commercial and residential use, that would create nearly as many jobs and would have significantly less harmful environmental consequences

The Everglades, Biscayne Bay, and the Florida Keys are unique and vital parts of America's natural history far too important to be sacrificed for an airport I believe there are places where the natural quiet of the world must be preserved; values like quiet are protected by the Organic Act.

Please instruct the Air Force to follow the advice of Interior Secretary Babbitt and EPA Administrator Browner, and follow my wishes and the wishes of most Americans who treasure their national parks. Abandon this airport development plan.

Sincerely,

Shawn Herman

LAW OFFICES
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Ramon E Rasco

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Karen E Salas
Mercedes M Sellek
Michael C Slotnick
Jorge M Vigil

Jose Manuel Palli
Of counsel

* Board Certified Business Litigation

002730

March 7, 2000

Ms Shirley Curry
AFBCA/EX
1700 N Moore Street
Suite 2300
Arlington, VA 22209-2802

Re: Comments of Homestead Air Base Developers, Inc. on the Draft Supplemental Environmental Impact Statement for the disposal and reuse of portions of the former Homestead Air Force Base, Florida.

Dear Ms Curry,

Our firm is counsel to Homestead Air Base Developers, Inc ("HABDI"), the developer selected, in a competitive public process, by Miami-Dade County, the Local Re-Use Authority (hereinafter referred to as the "LRA" or the "County") for the redevelopment and reuse, as a limited use commercial airport (the "Proposed Action"), of approximately 1,632 acres of surplus property at the former Homestead Air Force Base ("HAFB"). The Homestead Air Force Base Re-Use and Economic Redevelopment Plan and the Homestead Air Force Base Re-Use and Economic Redevelopment Implementation Plan dated January 1, 1994 (collectively the "Local Re-use Plan") prepared in a community-wide effort and adopted by the County for the redevelopment of HAFB were hailed as a model for the nation shortly after their presentation to the Department of Defense ("DoD") and the Office of Economic Adjustment ("OEA") pursuant to the base realignment and closure process (the "BRAC")

These comments are submitted on behalf of HABDI Our comments will address the background and history of the closure of HAFB and of the selection of the developer for the Proposed Action, the need for a supplemental/reliever airport in Miami-Dade County, disposal

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Ms. Shirley Curry
AFBCA/EX
March 7, 2000
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alternatives, certain environmental issues, and the jobs creation and the economic impact of the Proposed Action

I. Background and History of the Closure of HAFB and the Selection of HABDI

On August 23, 1992, Hurricane Andrew devastated the southern portion of Miami-Dade County, effectively shutting down HAFB and the surrounding communities In March of 1993, HAFB was slated for closure pursuant to the Defense Base Closure and Realignment Act of 1990, Public Law 101-510, Title XXIX ("DBCRA") In December of 1993, the notice of availability was sent to all federal agencies requesting firm expressions of interest in the surplus property at HAFB. At no time during this portion of the review process did the Department of the Interior ("DOI") request any portions of the property be transferred to it. Once the notice of availability and review process by federal agencies was closed, the screening of surplus property at HAFB was submitted for compliance pursuant to the Stewart B. McKinney Homeless Assistance Act, 42 U S C. 11301, et seq At this point, several agencies, including the Dade County Homeless Trust, submitted requests through the Department of Health and Human Services ("HHS") for surplus property conveyances at HAFB. Once HHS determined that the balance of the surplus property was of no interest to it, the balance of the property at HAFB was made available for transfer or sale

It should be noted that simultaneous with the foregoing activities, the County was moving forward in its capacity as the LRA, coordinating with DoD and OEA, through an OEA planning grant, and drafting the community's Re-use Plan. In the months that followed this tremendous double setback (Hurricane Andrew and the realignment of HAFB) for the south Miami-Dade County community, the Miami-Dade County Aviation Department ("MDCAD") commenced a course of action designed to locate and select an appropriate, capable, and qualified developer to redevelop HAFB as a commercial airport Initially, MDCAD invited and showed the facility to dozens (reportedly over 40) of major aviation companies and airport operators from all over the U.S. and the world. These efforts proved fruitless, as every one of these companies requested significant funding from the LRA in order to undertake the development of an airport at the closed base.

In early to mid-1994, after MDCAD had shown the facility to dozens of these companies, only two groups came forward with proposals to redevelop the closed base using private sector (their own) funds. The two proposers were the Grace Group and our client, HABDI. The Miami-Dade County Commission, its committees and staff reviewed and evaluated each of the proposals. The HABDI proposal, which was based on the Local Reuse Plan, provided significantly greater economic benefits to the County than the Grace proposal, as well as the return to the County of the improved airport facilities to be built at HAFB upon lease expiration, as contrasted to the Grace proposal's requirement for fee simple ownership at the end of a 99-year lease. Ultimately, the County selected HABDI as its developer for HAFB, but not

RASCO, REININGER & PEREZ
Professional Association

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March 7, 2000
Page 3

before holding dozens of public hearings, carefully reviewing and analyzing HABDI's proposal to redevelop HAFB as a commercial airport, evaluating and confirming the development and business experience and expertise of HABDI's principals, ascertaining HABDI's financial ability and general capability to successfully carry out the Proposed Action, and making sure that HABDI's proposal was consistent with the Local Reuse Plan adopted by overwhelming consensus in a community-wide effort by the County As noted above, the Local Reuse Plan was hailed by the federal government as a model for the redevelopment of closed military bases. In sum, the process that started in 1993 with the closure and realignment of HAFB and concluded with the signing of a Lease and Development Agreement in June, 1996 (the "Lease") between the LRA and HABDI was, without exaggeration, the most publicly scrutinized process (and project) in the history of the County. The resulting Lease carefully and fully protects the public interest while keeping an asset that once belonged to the County in the hands of the community

Political opponents of our client questioned the legality of the process. After thoroughly reviewing the facts and the law, the process and the selection of HABDI as the County's developer were determined to be lawful by the County Attorney What has not been questioned are the excellent business qualifications and reputation for quality development and construction of HABDI's principals

One of the factors that was carefully considered and given significant weight in the selection of HABDI as the County's developer is the fact that HABDI's ownership is overwhelmingly, approximately 85%, comprised of local businessmen, developers and investors, whose roots are in this community, and who are accountable to this community HABDI's principals have been very successful in a wide variety of business endeavors ranging from commercial and residential construction to site infrastructure development to commercial banking to retailing to transportation to security services to construction supplies to supermarkets and discount pharmacies. One of HABDI's directors has extensive airport design and operation experience. In conclusion, HABDI's principals have extensive, varied and successful business expertise and know how to find and retain the right experts for any business enterprise.

Additionally, the Lease is a very inclusive agreement, providing, *inter alia*, ownership opportunities for African-Americans and south Miami-Dade residents. The Lease also provides for a trust fund for educational and vocational training for economically disadvantaged persons, and provides for the voluntary employment of minorities in the event that affirmative action is eliminated **None** of the alternatives considered in the draft Supplemental Environmental Impact Statement ("DSEIS") dated December, 1999 offers any such benefits to the minority and economically disadvantaged residents of this community, and none of the proposals offers local ownership and direction of the development entity.

HABDI is committed to developing and operating a state-of-the-art, environmentally safe airport. This commitment is reflected in the Lease and in the master plan for the reuse of the HAFB, which was approved by Miami-Dade County, the South Florida Water Management

RASCO, REININGER & PEREZ
Professional Association

District and the State of Florida The Lease and the master plan include all of the appropriate environmental safeguards necessary to prevent damage to the environment and mitigate the impacts of an airport These environmental safeguards were developed first as part of the Lease, which requires the developer to comply with all current and future local, state and federal environmental laws and regulations, and then in the master planning process, which resulted in the requirement of water management plans, drainage plans, noise mitigation and numerous other mitigation plans in order to protect and safeguard our environment. None of the alternatives proposed in the DSEIS are anywhere near the advanced planning and permitting stage of the Proposed Action given their injection into the process more than seven (7) years after its commencement. A fuller discussion of the environmental safeguards is included below

When the County selected HABDI as its developer, after a three year search, it selected an excellent, capable and qualified developer and operator for the Proposed Action

II. Need for Supplemental/Reliever Airport

The history of Miami-Dade County and the history of aviation are inextricably woven. Pan American Airlines, Eastern Airlines and National Airlines were all born in Miami-Dade County In fact, the former HAFB, as described in the FEIS and the DSEIS, initially served as a facility for Pan American ferries. Today the economy of Miami-Dade County is based primarily on tourism and international trade and commerce Miami International Airport ("MIA") generates approximately 25% of the economic activity in the County. The numerous studies done in this process indicate that MIA will run out of capacity between 2006 and 2010, even with the installation of a fourth runway. The need, therefore, to continue to provide for the County's air transportation needs, as well as the national air transportation needs, well into the 21st century is both obvious and undeniable Feasibility studies performed in the last thirty years demonstrate that the only suitable site for a second commercial airport in Miami-Dade County is the former HAFB The essentiality of the former HAFB to the air transportation needs of this County, the south Florida region as a whole and to the national transportation system was emphasized in one of the public hearings held in Miami-Dade County in 1995 by representatives of the Federal Aviation Administration ("FAA"). Since then, the need for a supplemental facility in the County and the essentiality of HAFB to the County's air transportation needs have become even more apparent and important as noted in the Local Reuse Plan which set forth revitalization goals for regional economic development using aviation development as the catalyst (see Homestead Air Force Base Re-use and Economic Redevelopment Implementation Plan, *Executive Summary*, January 1, 1994). When coupling the regional need for a reliever airport with the support such a facility would provide for the continued military operations at HAFB, the goals of the BRAC process (see 32 C.F.R. §175.7(a)(11), (2000)) and the President's initiative pursuant to Revitalizing Base Closure Communities and Community Assistance (32 C.F.R. Part 174 (2000)) are met.

Without continued air transportation capacity to meet the demands of the 21st century, there is no question that the economic viability of the County will decline, as tourism and international trade and commerce will be choked off with only one commercial airport, MIA, that is already bursting at the seams Moreover, South Florida, particularly the County, has developed in the last few years as the center for the "new economy" of high technology the internet and electronic commerce for Latin America and the Hispanic U.S. The full potential of this new economy, which the Clinton-Gore Administration has worked hard to foster, will not be able to be developed and realized in South Florida without the appropriate air transportation capacity For these reasons, it is essential that the disposal of surplus property at the former HAFB be made for its redevelopment and reuse as a commercial airport, as set forth in the Local Reuse Plan, and as the Proposed Action which is supported in the findings of the FEIS (defined below) issued in February, 1994 and the DSEIS

III. Disposal Alternatives

In February, 1994, the Final Environmental Impact Statement for the disposal and reuse of Homestead Air Force Base was issued ("FEIS"). The FEIS was prepared in compliance with the National Environmental Policy Act, 42 U.S.C. §§ 4321 *et seq* ("NEPA") A Notice of Intent to Prepare an Environmental Impact Statement for Disposal and Reuse of Homestead Air Force Base was published in the Federal Register on July 20, 1993, 58 Fed Reg 38751 Public scoping hearings were held and the Re-use Plan (also referred to as the "Proposed Action"), along with three alternatives, was reviewed in the FEIS. Public comment on the draft FEIS was open from November, 1993 through January, 1994 A Record of Decision ("ROD") was entered on October 24, 1994. According to 32 C.F.R. §175.7(d)(3), "[DoD] will develop a disposal plan and complete the appropriate environmental documentation no later than twelve (12) months from receipt of the redevelopment plan **The local redevelopment plan will generally be used as the basis for the proposed action in conducting the environmental analyses required by [NEPA]"** (emphasis added) Therefore, the allegations by many environmental groups which have now come to oppose the Proposed Action on the basis that the FEIS was a hurried and flawed process that attempted to circumvent NEPA requirements are ludicrous and unfounded The process for the FEIS from Notice of Intent to ROD took approximately fifteen (15) months to complete The process analyzed the Proposed Action based on the Re-use Plan, together with three alternatives which all included aviation use components in the schemes. The analysis in the FEIS was and continues to be consistent with NEPA guidelines. The FEIS determined that the transfer of the surplus property at HAFB to the County was consistent with law and met the goals established pursuant to the community revitalization program established by President Clinton. The environmental analysis made in the FEIS and the resulting October 1994 ROD have now been validated and confirmed in the DSEIS.

IV. Environmental Issues and Permitting

The DSEIS has taken an unprecedented and very conservative approach, from an environmental perspective, in its review of the environmental consequences affecting the regional community and the South Florida area. Although the DSEIS was to concentrate on specific topics that would expand on the review completed in the FEIS, the DSEIS undertook a full review of the Proposed Action, along with various alternatives and the impacts of each We note that a supplemental environmental impact statement is to be prepared only if "...the agency makes substantial changes in the proposed action that are relevant to environmental concerns, or [t]here are significant new circumstances or information relevant to environmental concerns and bearing on the proposed action or its impacts." 40 C.F.R. § 1502.9(c). In spite of this directive, the DSEIS' review of noise impacts, water resources and quality issues, biological resources, air quality, earth resources, hazardous materials and cultural resources were comprehensive and well grounded. The results of this extensive and very conservative review (the baseline chosen for the DSEIS is post-Hurricane Andrew timelines when all activities at HAFB, including military flights, were extensively curtailed), with respect to the Proposed Action, clearly demonstrate that a commercial airport may be developed at HAFB without compromising the natural resources surrounding it. In fact the DSEIS notes that mitigation plans to be implemented in connection with the Proposed Action would, in some instances, improve the quality of certain resources heretofore impacted. Draft Supplemental Environmental Impact Statement, 4.10.2.1 (December, 1999).

The noise metrics performed in connection with the impacts to the surrounding national parks and refuges and the community abutting HAFB suggest that noise impacts will not significantly increase over current baseline levels and should remain within the range of DNL 65 dB. This estimation, by the DSEIS' own account, is conservative, and even likely overstated, given that technology continues to improve very rapidly and noise from civilian aviation aircraft is continually monitored and abated through hush kits or the implementation on January 1, 2000 of Stage 3 aircraft. Draft Supplemental Environmental Impact Statement, 4.5 1 (December, 1999). Additionally, as noted before, the baseline levels utilized by the DSEIS are conservative given the drastic downsizing of activity at HAFB after Hurricane Andrew

It should be noted that the alternatives to the Proposed Action considered in the DSEIS are highly speculative in nature, both from a permitting perspective, as well as an economic perspective. The latter issue is more fully addressed in the economic analysis performed by The Washington Economics Group attached hereto and made a part of these comments. None of the alternatives have firm plans or permits processed or available in order to commence the redevelopment process at HAFB, unlike the Proposed Action which has the benefit of expedited review under Florida Statutes, Chapter 288, together with preliminary approvals from the South Florida Water Management District and the State of Florida. Additionally, none of the other

proposers have submitted full and specific plans that have been reviewed by local or state agencies, or been the subject of any public hearings locally.

Assuming *arguendo* that one of the alternatives would be chosen for the reuse of HAFB, the permitting and planning process involved would require compliance with Florida Statutes, Chapter 380, pertaining to developments of regional impact, along with compliance with the requirements of part II, Chapter 163, Florida Statutes, dealing with land development regulation and growth policy.

V. Job Creation and Economic Impact

All of the studies that have been done and completed to date, including the DSEIS, conclusively establish that the Proposed Action will provide the greatest benefit to the community in terms of economic development and job creation Additionally, notwithstanding the comments made by certain individuals during the public hearings for the DSEIS last month, it is absolutely clear and beyond argument that there is a tremendous amount of economic hardship, suffering and need for good jobs in the south Miami-Dade County area

In addition to providing the greatest number of jobs and economic benefits, the Proposed Action also provides the **best** jobs of any of the alternatives considered in the DSEIS. We refer you to the analysis done by the highly qualified and reputable economics firm, The Washington Economic Group, submitted under separate cover, a copy of which is attached hereto and made a part hereof.

Finally, it has been firmly established by all of the studies that have been completed, including the DSEIS, that the Proposed Action not only provides the greatest economic benefits and the best and most jobs, but it does so without damaging the environment or our national parks and refuges.

VI. Conclusion

Based on all of the foregoing, it is abundantly clear that it is in both the national and local public interest, to expeditiously proceed with the Proposed Action and convert the promises made to our community into the reality of the redevelopment and reuse of the former HAFB as a commercial airport as contemplated in the Proposed Action. The reuse and redevelopment of the former HAFB as a commercial airport will balance and promote economic opportunity for our community with environmental responsibility to our environment and national parks. We urge the Air Force to not allow politicking and environmental grand-standing to subvert this process any longer To date, the LRA has undertaken considerable expense, in excess of $8.3 million, as well as considerable time and effort in the preparation of extensive studies, including environmental, planning, and zoning analyses, permitting activities for the re-use of HAFB as a civilian commercial airport, and caretaker responsibilities for those portions of HAFB not

Ms Shirley Curry
AFBCA/EX
March 7, 2000
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retained by the DoD or other users who have received the benefit of a previous transfer See 32 CFR §175 7(a)(15)(iii) Additionally, the LRA has complied, step by step with the BRAC process and submitted, in a timely manner, all documentation required to allow for a public airport benefit conveyance to the County and this community

We strongly urge the federal government to proceed with the Proposed Action expeditiously and transfer the surplus portions of HAFB to the LRA for redevelopment and reuse as a commercial airport.

Very truly yours

RASCO REININGER & PEREZ, P A

Ramon E. Rasco, Esq.
for the Firm

Mercedes M Sellek, Esq
for the Firm

RER/MMS/tes

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March 7, 2000

Ms. Shirley Curry
AFBCA/EX
1700 N Moore Street
Suite 2300
Arlington, VA 22209-2802

Dear Ms Curry

Please, include the attached analysis to the draft SEIS report

Thank you.

ManElena A. Villamil
President & CEO

Enclosure (1)

MEV/hmc

COMPARATIVE ECONOMIC ANALYSIS OF ALTERNATIVE PROPOSED USES OF PORTIONS OF THE FORMER HOMESTEAD AIR FORCE BASE, FLORIDA

Comparison of Alternative Proposals

Only two of the various redevelopment proposals or concepts submitted for consideration in the *Supplemental Environmental Impact Statement* (SEIS) remain as credible alternatives for those portions of the former Homestead Air Force Base (HAFB) slated for disposal by the Air Force The proposal put forth by Miami-Dade County to create a limited-use commercial airport remains as a viable redevelopment option, supported by a proven record of regional growth in market demand for aviation services Two separate proposals (Collier and Hoover), primarily anchored by residential or hotel development, but containing a variety of other light industrial and commercial uses, were analyzed separately in the SEIS In public hearings on this issue and in other public statements, the proponents of the Collier Resources Company and the Hoover Environmental Group have suggested that their separate proposals can be combined into one new alternative proposal The economic impact of this new proposal was not studied in the SEIS, but proponents have subsequently argued that the local economic impact of their combined project is equivalent to the sum of the economic impacts calculated separately For reasons that will become apparent below, that claim is not supported by rational economic analysis

The draft SEIS is very clear in the economic impact of each of the redevelopment proposals analyzed by Science Applications International Corporation (SAIC), the report's principal investigators SAIC analyzed each proposal using a consistent methodology, without considering the market feasibility of each plan. Their study demonstrated that the proposal put forth by Miami-Dade County would yield the largest economic benefits from among the alternatives to both the county at-large and the south county region in particular By the year 2015 Miami-Dade County's plan would provide employment for approximately 27,600 full-time workers, and 23,200 of those employment positions would be created in the severely economically depressed southern end of the county These new jobs would be the equivalent of

3 5 years worth of job growth for the entire county under projections of recent trends, raising Miami-Dade County's employment in 2015 by 18 percent above the figures indicated by present trends. The relative impact would be even more significant for the southern region of the county

The county's proposal for a limited use commercial airport would provide the equivalent of over 17 years worth of job growth for South Dade under present trends, and lift employment 34 percent above what could be expected by 2015 without redevelopment of the site. That is, the jobs created by the county's proposal would nearly double the current number of employment positions found in the area

It is also evident that the proposed commercial airport would not simply draw from economic activity that would have otherwise been created elsewhere in Miami-Dade County The SEIS correctly points out that the county's proposal "is based on a recognized civil aviation need in South Florida for additional commercial service capacity" (*Draft SEIS, Summary*, p 18) and further recognizes that other potential sites to locate a commercial airport face overwhelming environmental and safety obstacles This suggests that the economic impacts estimated for the county's proposal are more likely to represent *net* economic impacts (i e , not likely to represent a reallocation of activity from one geographic area to another), rather than *gross* economic impacts.

The redevelopment **concept** put forth by Hoover Environmental Group in contrast to the Miami-Dade County proposal is expected to lead to only 14,700 employment positions by 2015, or just a little over one-half the jobs generated in the county proposal Much of this estimated impact, however, comes from the assumption that the Hoover Plan would result in 105,000 additional out-of-town visitors drawn to Miami-Dade County as a direct result of a proposed aquarium to be located on the site (*SEIS*, p 4 1-8, lines 17-33). The 105,000 annual visitors amount to roughly seven percent of the total projected annual attendance that Hoover forecasts for an aquarium SAIC does not confirm whether or not this assumption is reasonable or supported by data from similar aquariums in other regions, it treats these attendance projections as an assumption

The economic impacts estimated under the Hoover plan are very sensitive to the notion of project-induced visitors, because the assumed spending from tourists who would not have otherwise visited South Florida has such a large economic impact In 1998, the typical out-of-town visitor spent $188 per night and the median stay was 6 6 nights (*1998 Visitor Profile and Tourism Impact Report*, Greater Miami Convention and Visitors Bureau, p 36) These figures suggest that 105,000 additional visitors would directly increase local revenues by as much as $130 million, and generate an economic impact of 4,073 jobs In our estimates, nearly 28 percent of the employment impact in the Hoover concept plan may, therefore, be attributed to the assumption that the aquarium can attract new visitors to Miami-Dade

The notion that tourists would chose to come to South Florida primarily to visit an aquarium is highly speculative in our view A 1998 survey of overnight visitors in Miami-Dade County found that less than nine percent of either domestic or international tourists mentioned "attractions" or "sporting activities" as features that attracted them to the area The SEIS, moreover acknowledges that even if Hoover's out-of-town attendance projection is on target, Hoover may simply draw from tourist who would have visited Miami-Dade for other reasons That is, aquarium attendance is likely to tap into an already existing overnight visitor market This is the most reasonable scenario in our view The greater the extent to which Hoover's development simply draws from a pre-existing market of Miami-Dade tourists, the smaller the net economic benefits will be, in comparison to the gross impacts computed in the draft SEIS

The Collier Resources Company's proposal is mainly oriented toward recreational land uses, with a mix of commercial, industrial and residential uses The Collier proposal calls for allocating 338 acres, or nearly 50 percent of the requested area, to recreational use SAIC has estimated that by 2015 the Collier plan, if actually implemented, would yield direct and indirect employment of just over 8,900 jobs. This level of job creation is only about one-third the level of job creation estimated for the Miami-Dade County proposal The Collier proposal envisions three hotels on the redevelopment site along with an upscale RV park An important question to consider is the extent that such hotels would divert visitors from other hotels in Miami-Dade and especially from those in South Dade

While the number of overnight visitors to Miami-Dade has grown since 1995, the number staying in South Dade has actually declined since that time In 1995, just over one million visitors stayed in South Dade, but by 1998 that number had fallen to slightly above 800,000 Miami-Dade visitors staying in South Dade accounted for approximately 10 8 percent of all overnight visitors in 1995, but by 1998 that fraction had fallen to 8 3 percent (*1998 Visitor Profile and Tourism Impact Report*, p 28) The principal factor responsible for this negative trend is the absence of major demand generator for hotel rooms Hotel properties that are not in close proximity to demand generators must generate their own demand by the strength of their own amenities These tend to be the resort-type properties

The development of a resort hotel complex on the former HAFB site raises the issue of business diversion, in that it will directly compete with resort hotels in the upper Florida Keys and those in Miami-Dade In a comparative evaluation of the economic impact of this proposal, one should consider the reasonable possibility that building additional hotel rooms on subsidized land may represent a serious competitive threat to current properties The net economic impact will be smaller than the gross impacts calculated in the draft SEIS The more the Collier development diverts demand from existing properties, the smaller the net economic benefits The issue of business diversion as a result of the proposed Collier development is also relevant with respect to the proposed RV park

In the winter months there is certainly a considerable amount of RV traffic on its way down to the Florida Keys, and on a few weekends a year racing events held at the nearby Homestead Motor Speedway do generate demand for space to park recreational vehicles The existing inventory of hotel rooms in the Homestead/Florida City area, moreover, is in the low-to-moderate price segment of the market, and RVs often stay overnight at existing hotel/motel properties. A new RV park with amenities may significantly cut into the revenues of existing hotel/motel properties, and thereby reduce the net economic impact even within the Homestead/Florida City area.

Opponents to the Miami-Dade proposal have suggested in public testimony and news media accounts that the Collier and Hoover plans can be combined into a new, hybrid proposal

(A combined proposal has not been formally submitted to our knowledge) The economic impact of such a hybrid proposal is not equal to the sum of the economic impacts previously calculated separately, because the separate proposals envision different land uses on essentially the same surface area A comparison of the land use plans in the separate Collier and Hoover proposals is provided in Table 1 below The two plans call for the conveyance of between 672 and 680 acres of land The Collier proposal requires 338 acres of recreational land uses in order to support the hotel and RV park development (together about 230 acres), but the Hoover plan devotes no land area to recreational use and instead allocates almost 500 acres evenly split between residential and industrial uses (234 acres and 264 acres, respectively) The feasibility of hotel development envisioned in the Collier plan is very likely to depend on the recreation acreage since at present there are insufficient demand generators in close proximity (or expected to be developed) to support the planned hotel space How the land use inconsistencies between the Hoover and Collier plans are ultimately resolved will have a clear bearing on the potential economic impact The economic multiplier impacts associated with different land uses are not all equal, and, therefore, the ultimate determination of land use in a hybrid redevelopment plan will be a key element in determining its economic impact (See Table 1 for multipliers)

Table 1. Land Use Patterns Under Alternative Redevelopment Plans

Land Use	Collier Resources Company		Hoover Environmental Group		Employment
	Acreage	Percent	Acreage	Percent	Multipliers*
Recreation	338	49 71%	0	0 00%	1 56
Commercial	186	27 35%	174	25 89%	1 49
Industrial	111	16 32%	264	39 29%	1 97
Residential	45	6.62%	234	34 82%	1 24
Total	680	100 00%	672	100 00%	

**Computed from direct employment multipliers, U.S.D C., Bureau of Economic Analysis RIMS-II Model Does not include construction impacts*

One should reasonably expect that the land-use pattern in a hybrid Collier-Hoover development would be closer to the one indicated in the original Collier plan, and, hence, the estimated economic impacts should be closer to the Collier plan than to the Hoover plan

Table 2 presented below summarizes the main socio-economic impacts from each of the previously discussed redevelopment proposals These economic impacts were computed by the Air Force's independent consultant, SAIC, with the exception of the combined Collier-Hoover plans. The authors of this comparative analysis prepared the estimates of the latter

Table 2. Comparative Economic Impacts of Alternative Redevelopment Plans

	Miami-Dade	Collier	Hoover	Collier-Hoover*
Employment Impact (jobs)				
Direct Effect	13,187	4,077	6,819	5,174
Indirect Effect	14,359	8,922	7,860	8,497
Total Effect	27,546	12,999	14,679	13,671
Total South Dade	23,191	7,848	15,843	11,046
Household Earnings Impact ($millions)				
Direct Effect	372	117	190	146
Indirect Effect	427	142	235	179
Total Effect	799	259	425	325
Total South Dade	673	228	459	320
Effect on Population and Housing Growth in South Dade				
Population	3,156	1,023	1,682	1,287
Housing Units	3,854	372	612	468

**Prepared by authors All other estimates from draft SEIS*

Market Feasibility of Alternative Proposals

The Hoover Environmental Group's proposal calls for the development of 264 acres of industrial space, but the demand for industrial space in the southern end of Miami-Dade County has been falling almost steadily since 1992 This trend reflects, in part, the general slow growth (and in some years an actual decline) in manufacturing activity and wholesale trade within

Miami-Dade More importantly, the decline in demand for industrial space in South Dade reflects the general decline in business activity in the area and the loss of competitiveness in the region's industrial locations

Since 1990 manufacturing employment in Miami-Dade County has fallen by approximately 16 percent, while employment in wholesale trade has grown by only about five percent (The Beacon Council, *Miami Business Profile* p 64) Deposits in commercial bank branches in South Dade are down nearly 20 percent over their 1990 levels Much of the industrial space that was destroyed by Hurricane Andrew in 1992 was never rebuilt because of a lack of demand

The industrial space that has been developed within the county over the last 10 years has been located primarily in the area west of Miami-International Airport, and, on a much smaller scale, in the areas surrounding Tamiami and Opalocka Airports Land prices in West Dade have not yet risen to the point where financial pressure would push industrial development to other parts of the county The advantages of easy access to highway transportation, a major commercial airport, and a seaport remain strong attractors for industrial space development in West Dade These market conditions, which are of critical importance to the financial success of industrial space development, are not currently present in South Dade, nor are they likely to emerge under a continuation of present local economic trends Hoover's proposal to develop industrial space on the HAFB site, therefore has a low probability of actually being realized

The Hoover proposal also calls for the development of moderate and high density housing on 234 acres Yet, the residential housing market in the southern end of the county has not been strong after Hurricane Andrew The demand for new residential units has suffered from a lack of dynamism in this region's economy, the area's long distance from Miami-Dade's major employment centers and the lack of a critical population density to support residential amenities (e.g , retail and entertainment centers) The Metro-Dade Planning Department estimated that in 1995 there were almost 10,800 housing units in the Homestead area Using past trends as a guide, one can estimate the present housing stock in the Homestead area at nearly 12,000. The Hoover proposal for residential development would probably place between 800 and 1200 new

units (depending on the mix between moderate and high density development). This is a relatively large number of units to absorb when one considers that under moderate growth assumptions about 3,000 additional units may be built between the year 2000 and 2015

Similarly the success of the commercial property development in the Hoover plan depends upon the success of the aquarium to draw large numbers of visitors, and the ability to complete the residential development. Providing the land to the Hoover Environmental Group at no cost would allow the residential units to sell and the commercial space to lease at significant price advantages over similar properties in the area, but rather than generating positive net economic benefits to this region of the county, it is more likely that the redevelopment would come at the expense of other similar developments That is, the plan would most likely shift development from one geographic area to another

The market feasibility of the Collier Resources plan depends upon the ability of this resort development to tap into a growing Miami-Dade tourist market The number of visitors to Miami-Dade in the decade of the 1990's grew at an average annual rate of 2 4 percent, while total spending (even after adjusting for price inflation) grew even faster In 1998 just over 9 7 million persons visited Miami-Dade, spending approximately $12 1 billion ($6 3 billion on lodging and meals alone) If past trends continue, Miami-Dade will host 13 million visitors by 2015, which will spend $16 2 billion in the local economy The convention business has grown at an even faster pace with the number of room nights generated by conventions growing by approximately 80 percent in the last 10 years The ability of Collier Resources to acquire the land at no cost certainly helps to ensure the financial success of this type of development, but, as indicated previously, the economic benefits to the community are small in comparison to those likely to be generated by the Miami-Dade County proposal

The market feasibility of the proposal put forth by Miami-Dade County is grounded in the steady regional growth of air passenger and air cargo traffic that has been experienced over several decades Air passengers traveling through Miami International Airport (MIA) grew at an average annual rate of nearly 5 percent between 1989 and 1999, with international travelers growing at a faster pace than domestic passengers The strains of rapid growth at MIA has led to

the rapid growth of domestic passenger traffic at Ft. Lauderdale International Airport located less than 30 miles to the northeast of MIA Air cargo volume at MIA has grown at the phenomenal rate of nearly 11 percent per year over the past decade, and at this pace cargo volume doubles every 6.5 years. MIA cannot continue to expand its capacity to handle the growth of cargo and passengers at its present rate Clearly the demand for the services of a *reliever* airport is already present and will grow even more pressing over the next 15 years More importantly, the growth of international commerce, which is vital to Miami-Dade's economic growth, is threatened by the failure to develop additional air transport service capacity. Without additional air transport capacity, the bottleneck at MIA will constrain the economic growth of Miami-Dade County

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About the Group: The Washington Economics Group (WEG) is an exclusive economic, financial and government relations' adviser to corporate management and governments of the Americas The firm's headquarters are located in South Florida, the Gateway of the Americas and the entry point to the $370 billion marketplace of Florida It was founded by Dr J Antonio Villamil, a national and internationally recognized business economist, who served as U.S Undersecretary of Commerce for Economic Affairs of the Bush Administration Presently, WEG's consulting resources are significantly amplified by an established network of business alliances and associated consultants located in Florida, Washington, D C and in Latin America. The Group's staff has vast experience in providing firms with strategic economic intelligence, country risk assessments and economic forecasting, among others

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Biographical Note: Dr Cruz received his Ph D in Economics from the University of Pennsylvania (Philadelphia) in 1985 His Bachelor of Arts degree, awarded in 1978, is from Georgetown University (Washington, D C) Dr Cruz holds the position of Associate Professor of Economics and International Business in the Andreas School of Business of Barry University (Miami Shores, Florida) Professor Cruz is also the Senior Economic Research Consultant to the Washington Economics Group, Inc , a Coral Gables-based, economic consulting firm Dr Cruz has extensive business consulting experience, having advised local governments, numerous domestic and transnational corporations over the past 10 years as well as having served as a consultant to The World Bank He is a regular advisor to committees of the Greater Miami Chamber of Commerce and serves on the Beacon Council's Research Advisory Committee A specialist in quantitative analyses and economic and financial modeling, Robert Cruz has published numerous articles in professional journals

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002731

March 7, 2000

Ms. Shirley Curry
AFBCA/EX
1700 N. Moore Street
Suite 2300
Arlington, VA 22209-2802

Re: Draft Supplement Environmental Impacts Statement in connection with Homestead Air Reserve Base

Dear Ms. Curry

We are pleased to enclose original petitions of thousands of residents of Miami-Dade County supporting the proposed action, as described in the draft SEIS. In addition to the petitions, we are enclosing the following letters and resolutions evidencing strong support of the following municipalities, elected officials and organizations for the proposed action:

1. Resolution of the City Council of the City of Homestead dated January 25, 2000.
2. Resolution of the Mayor and the City Council of the City of Hialeah dated January 25, 2000.
3. Resolution of the League of the United Latin American Citizens dated January 31, 2000;
4. Resolution of the Greater Miami Chamber of Commerce dated September 16, 1997.
5. Resolution of the Latin Builders Association, Inc. dated January 11, 2000;
6. Resolution of the City of Sweetwater dated February 7, 2000;

7. Resolution of the Industrial Association of Dade County dated March 18, 2000,
8. Letter from Steve Shiver, Mayor of the City of Homestead, to Honorable Albert Gore, Jr. dated January 18, 2000;
9. Letter from Toni Jennings, President of the Senate of the State of Florida, and of John Trasher, the Speaker of the House of Representatives of the State of Florida, to the Honorable Albert Gore, Jr. dated February 2, 2000;
10. Letter from Maurice A. Ferre, former Mayor of Miami to the Honorable Albert Gore, Jr. dated February 1, 2000; and
11. Letter from Bruno A. Barreiro, Miami-Dade County Commissioner – District 5 – to the Honorable Albert Gore, Jr., dated February 1, 2000

Based on the foregoing, we urge you to transfer the surplus property at the former Homestead Air Force Base to Miami-Dade County for reuse and redevelopment as a commercial airport.

Very truly yours,

RASCO REININGER & PEREZ, P.A.

Salomon B. Esquenazi
For the Firm

SBE/ea
Enclosure
955-0034/118786.doc

RASCO, REININGER & PEREZ
Professional Association

RESOLUTION NO. R2000-01-05

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HOMESTEAD, FLORIDA, EXPRESSING SUPPORT FOR THE REDEVELOPMENT OF HOMESTEAD AIR FORCE BASE AS HOMESTEAD REGIONAL AIRPORT IN ACCORDANCE WITH THE SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT FOR DISPOSAL OF PORTIONS OF THE FORMER HOMESTEAD AIR FORCE BASE, AS PREPARED BY THE DEPARTMENT OF THE AIR FORCE IN DECEMBER, 1999, PROVIDING FOR DISTRIBUTION OF RESOLUTION; PROVIDING FOR EFFECTIVE DATE.

WHEREAS, in August of 1992, Hurricane Andrew devastated the southern portion of Miami-Dade County; and

WHEREAS, one of the primary economic and employment centers destroyed by Hurricane Andrew was the Homestead Air Force Base; and

WHEREAS, the United States Air Force and Federal Aviation Administration (the "FAA") have recently completed the Supplemental Environmental Impact Statement (the "SEIS") concerning disposal of portions of the former Homestead Air Force Base (the "AFB"), dated December, 1999; and

WHEREAS, at the insistence of the Clinton Administration and various environmental organizations, the people of Homestead and South Miami-Dade County had been forced for several years to set aside all expectations of new jobs and economic recovery while both a Sensitivity Analysis (whose conclusions were the same as the 1994 Final Environmental Impact Statement) and the SEIS were completed; and

WHEREAS, the Community was extremely surprised and disappointed to hear the recent negative comments of Secretary Babbit and Administrator Browner regarding the recently completed draft of the SEIS concerning the development of an airport at the former Homestead Air Force Base; and

WHEREAS, since the public comment period on the SEIS had not concluded, the

comments of Secretary Babbit and Administrator Browner were ill-timed, ill-informed, in sharp conflict with the findings of the SEIS, and bring into question the integrity of the entire federal process; and

WHEREAS, a unique opportunity presently exists to promote the economic recovery of southern Miami-Dade County by providing for the redevelopment of the former Homestead Air Force Base; and

WHEREAS, this opportunity must be pursued without further delay; and

WHEREAS, the SEIS indicates that the use of surplus lands of the AFB for the development of a commercial airport, to be designated as Homestead Regional Airport, as proposed by Miami-Dade County, can be accomplished in a manner which is compatible with the environment; and

WHEREAS, it is also clear, as the SEIS indicates, that commercial air activity at the Homestead facility will not have "any significant impact on our national parks and/or their surroundings"; and

WHEREAS, the Homestead Regional Airport will generate thousands of new jobs and will facilitate the development of airport related facilities and commercial and industrial enterprises; and

WHEREAS, the development of the Homestead Regional Airport will enable the southern Miami-Dade County community to make substantial progress in recovering from the devastating impact of Hurricane Andrew; and

WHEREAS, the Homestead Regional Airport would provide scheduled air passenger services, as well as air freight, air cargo, and general aviation operations; and

WHEREAS, aviation services provided by Homestead Regional Airport would serve to provide much needed relief to Miami International Airport ("MIA") by serving as a reliever airport; and

WHEREAS, MIA would greatly benefit from a reliever airport to mitigate the heavy demand created by the growing quantity of international traffic; and

WHEREAS, the runway at Homestead Regional Airport can readily accommodate all types of aircraft in the civil fleet, and must, in any event, remain active in the future to meet U.S. Military and U.S. Customs needs; and

WHEREAS, the SEIS indicates that a commercial airport facility can coexist in our environment, while alleviating the long term planning problems of air capacity for Miami-Dade County; but more importantly, fulfilling the federal government's commitment made many years ago, to help revitalize our economy.

NOW, THEREFORE, IT IS HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF HOMESTEAD, FLORIDA, AS FOLLOWS:

Section 1. Recitals adopted. That each of the above stated recitals are hereby confirmed and adopted.

Section 2. Statement of Support. That the City Council hereby expresses its strong support for the development of Homestead Regional Airport, in accordance with the proposal of Miami-Dade County, Florida, as evaluated in the SEIS of December, 1999.

Section 3. Request for Action. That the City Council calls upon all interested parties to move forward with this essential project.

Section 4. Distribution of Resolution. That a copy of this resolution shall be distributed to the Honorable Albert Gore, Jr., the South Florida Congressional Delegation, the United States Air Force, the FAA, Miami-Dade County Board of County Commissioners, Mayor Alex Penelas of Miami-Dade County, Mayor Otis Wallace of Florida City, the County Manager of Miami-Dade County, the Director of MIA, the Miami-Dade County League of Cities, and to other interested parties as designated by the City Council

Section 5. That this Resolution shall be effective immediately from and after its adoption.

PASSED AND ADOPTED THIS 25TH day of JANUARY, 2000.

STEVE SHIVER
Mayor

ATTEST:

SHARON-ERNST, CMC
City Clerk

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

WEISS, SEROTA, HELFMAN, PASTORIZA & GUEDES, P.A.
City Attorney

Offered by Mr. Fletcher

Motion to adopt by Mr. Fletcher seconded by Mr. Warren.

FINAL VOTE AT ADOPTION

Mayor Steve Shiver	*YES*
Vice Mayor Roscoe Warren	*YES*
Councilman Eddie Berrones	*ABSENT*
Councilman Sean L. Fletcher	*YES*
Councilwoman Eliza D. Perry	*YES*
Councilman Jeffrey D. Porter	*YES*
Councilman Nick Sincere	*YES*

R2000-01-05 EXPRESSING SUPPORT FOR REDEVELOPMENT OF HOMESTEAD AIR FORCE BASE.

RESOLUTION NO. 2000-5

RESOLUTION OF THE MAYOR AND THE CITY COUNCIL OF THE CITY OF HIALEAH, FLORIDA EXPRESSING SUPPORT FOR THE REDEVELOPMENT OF THE HOMESTEAD AIR FORCE BASE AS THE HOMESTEAD REGIONAL AIRPORT.

WHEREAS, in August 1992, Hurricane Andrew devastated the southern portion of Miami-Dade County; and

WHEREAS, in the wake of the destruction, Homestead Air Force Base, a major economic and employment center, was destroyed; and

WHEREAS, as a result, Homestead Air Force Base was closed and later redefined as a significantly reduced air reserve operation, and

WHEREAS, a proposed regional, commercial airport in Homestead will generate thousands of new jobs and facilitate the development of airport-related commercial and industrial businesses, and

WHEREAS, the redevelopment of the former Homestead Air Force Base as a regional, commercial airport will promote and expand economic recovery for southern Miami-Dade County, and

WHEREAS, aviation services provided by Homestead Regional Airport would greatly benefit Miami International Airport by serving as a reliever airport for air traffic.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND THE CITY COUNCIL OF THE CITY OF HIALEAH, FLORIDA, THAT

Section 1: The Mayor and the City Council of the City of Hialeah, Florida hereby support the redevelopment of the Homestead Air Force Base as the Homestead

RESOLUTION NO. 2000-9
Page 2

Regional Airport for commercial air traffic and related services.

PASSED AND ADOPTED this 25th day of January, 2000

Alex Morales
Council President

Attest:

Daniel F. DeLoach, City Clerk

Approved on this 31st day of JANUARY, 2000

Mayor Raul L. Martinez

Approved as to legal sufficiency and as to form
e:/wmg/legal/res-2000/homestead airport.res

William M. Grodnick, City Attorney

RESOLUTION was adopted by unanimous vote with Councilmembers Bevo, Garcia, Gonzalez, Morales, Ponce, Robaina, and Yedra voting "Yes".

League of United Latin American Citizens

A RESOLUTION OF THE *League of United Latin American Citizens* EXPRESSING SUPPORT FOR THE REDEVELOPMENT OF HOMESTEAD AIR FORCE BASE AS HOMESTEAD REGIONAL AIRPORT IN ACCORDANCE WITH THE SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT FOR DISPOSAL OF PORTIONS OF THE FORMER HOMESTEAD AIR FORCE BASE, AS PREPARED BY THE DEPARTMENT OF THE AIR FORCE IN DECEMBER, 1999; PROVIDING FOR DISTRIBUTION OF RESOLUTION; PROVIDING FOR EFFECTIVE DATE.

WHEREAS, in August of 1992, Hurricane Andrew devastated the southern portion of Miami-Dade County; and

WHEREAS, one of the primary economic and employment centers destroyed by Hurricane Andrew was the Homestead Air Force Base, and

WHEREAS, after Hurricane Andrew, Homestead Air Force Base was closed in the BRAC process and later redefined as a significantly reduced air reserve operation; and

WHEREAS, the United States Air Force and Federal Aviation Administration (the "FAA") have recently completed the Supplemental Environmental Impact Statement (the "SEIS") concerning disposal of portions of the former Homestead Air Force Base (the "AFB"), dated December, 1999; and

WHEREAS, at the insistence of the Clinton Administration and various environmental organizations, the people of Homestead and South Miami-Dade County had been forced for several years to set aside all expectations of new jobs and economic recovery while both a Sensitivity Analysis (whose conclusions were the same as the 1994 Final Environmental Impact Statement) and the SEIS were completed; and

WHEREAS, a unique opportunity presently exists to promote the economic recovery of southern Miami-Dade County by providing for the redevelopment of the former Homestead Air Force Base as a commercial airport; and

WHEREAS, this opportunity must be pursued without further delay; and

WHEREAS, the SEIS indicates that the use of surplus lands of the AFB for the development of a commercial airport, to be designated as Homestead Regional Airport, as proposed by Miami-Dade County, can be accomplished in a manner which is compatible with the environment; and

WHEREAS, it is also clear, as the SEIS indicates, that commercial air activity at the Homestead facility will not have "any significant impact on our national parks and/or their surroundings"; and

WHEREAS, the Homestead Regional Airport will generate thousands of new jobs and will facilitate the development of airport related facilities and commercial and industrial enterprises; and

WHEREAS, the development of the Homestead Regional Airport will enable the southern Miami-Dade County community to make substantial progress in recovering from the devastating impact of Hurricane Andrew and the closure of Homestead Air Force Base; and

WHEREAS, the Homestead Regional Airport would provide scheduled air passenger services, as well as air freight, air cargo, and general aviation operations; and

WHEREAS, Miami-Dade County needs a second commercial airport and, as found in the SEIS, the only suitable site for a second airport is the former Homestead Air Force Base; and

WHEREAS, aviation services provided by Homestead Regional Airport would serve to provide much needed relief to Miami International Airport ("MIA") by serving as a reliever airport, and

WHEREAS, MIA would greatly benefit from a reliever airport to mitigate the heavy demand created by the growing quantity of international traffic; and

WHEREAS, the runway at Homestead Regional Airport can readily accommodate all types of aircraft in the civil fleet, and must, in any event, remain active in the future to meet U.S. Military and U.S. Customs needs, and

WHEREAS, the SEIS indicates that a commercial airport facility can be developed in a manner that respects our environment, while alleviating the long term planning problems of air capacity for Miami-Dade County; but more importantly, fulfilling the federal government's commitment made many years ago, to help revitalize our economy.

NOW, THEREFORE, IT IS HEREBY RESOLVED BY THE *League of United Latin American Citizens* **, AS FOLLOWS:**

Section 1. Recitals adopted That each of the above stated recitals are hereby confirmed and adopted.

Section 2. Statement of Support. That the *League of United Latin American Citizens* hereby expresses its strong support for the development of Homestead Regional Airport, in accordance with the proposal of Miami-Dade County, Florida, as evaluated in the SEIS of December, 1999.

Section 3. Request for Action That the *League of United Latin American Citizens* calls upon all interested parties to move forward with this essential project.

Section 4. Distribution of Resolution. That a copy of this resolution shall be distributed to the Honorable Albert Gore, Jr., the South Florida Congressional Delegation, the United States Air Force, the FAA, Miami-Dade County Board of County Commissioners,

Mayor Alex Penelas of Miami-Dade County, Mayor Otis Wallace of Florida City, Mayor Steve Shiver of the City of Homestead, the County Manager of Miami-Dade County, the Director of MIA, the Miami-Dade County League of Cities, and to other interested parties as designated by the Chamber

Section 5. That this Resolution shall be effective immediately from and after its adoption.

PASSED AND ADOPTED THIS 31st day of JANUARY, 2000.

League of United Latin American Citizens
Office of the Florida State Director

ATTEST:

955 0034\112234 doc

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League of United Latin American Citizens
Office of the Florida State Director

PRESS RELEASE

Miami, 31 de enero 2000 -

LULAC de la Florida apoya el desarrollo de Homestead
Esta zona del sur de la Florida, destruida en 1992 por el huracán Andrews, debe ser desarrollada para bien de las minorías latinas

La Liga Unida de Ciudadanos Latinoamericanos (League of United Latin American Citizens), LULAC del estado de la Florida, hace público su apoyo a todo intento de desarrollo que se pretenda y se decida hacer en el área de Homestead, una zona del sur de la Florida deprimida económicamente que fue devastada por el ciclón Andrews en agosto de1992 y donde se encuentra un aeropuerto que fue base de las Fuerzas Aereas de los Estados Unidos.

En *"Abriendo Puertas"*, programa radial que LULAC de la Florida tiene cada sabado a las 9.00 p.m. por *La Poderosa* 6.70 AM, el sábado 29 de enero, LULAC analizó y debatió ampliamente el tema de Homestead y expresó el apoyo que está dispuesta a ofrecerle a las comunidades latinas que viven en la zona, así como la ayuda que puede representar la presencia de esta organización nacional en el proyecto de desarrollo que se viene estudiando desde hace varios años.

Por los beneficios que puede representar para cientos de familias de origen latino- establecidas por muchos años en esta región- el desarrollo de esta zona del sur de la Florida, por el notable avance que puede significar en lo económico y social para las minorías que quieren seguir viviendo en Homestead y por el progreso que puede ofrecer para la zona en general, es que LULAC ha decidido apoyar y trabajar en favor del desarrollo de esta comunidad

LULAC, desde sus inicios y por más de 70 años, ha seguido una política y está convencida que debe apoyar ampliamente todo intento donde exista la posibilidad de incrementar y desarrollar nuevos negocios y empleos que favorezcan el bienestar de las minorías de ciudadanos latinoamericanos en los Estados Unidos. El Congreso, el Presidente, las agencias federales, las uniones y los negocios deben unir fuerzas para asegurar y consolidar cada vez más la presencia latina en las prácticas laborales en toda la nación.

LULAC estima que los negocios y proyectos empresariales, como este de Homestead, donde están involucrados corporaciones y empresas de origen latino, deben ser promovidas y apoyadas fuertemente. Incentivar a los propietarios de pequeños negocios y estimular la inversión en la creación de nuevas pequenas empresas por parte de las comunidades latinas que viven en los Estados Unidos, ha sido, es y será parte de la filosofía que predica LULAC.

Para comunicarse con LULAC de la Florida, usted puede hacerlo a través del
Tel:305-261-5348 / Fax:305-267-5200

JAN-25-2000 17:39 GREATER MIAMI CHAMBER 305 374 7156 P.02

greater miami chamber of commerce

WHEREAS, the Greater Miami Chamber of Commerce is an association of businesses and professions organized to create economic progress in Dade County, and

WHEREAS, air transportation is a significant contributor to Dade County's economic development through the generation of jobs, private sector investment and tax dollars, and

WHEREAS, the southern portion of Dade County has suffered significant economic decline due to the realignment of Homestead Air Force Base and Hurricane Andrew and the subsequent loss of businesses and jobs associated with these, and

WHEREAS, cargo and passenger volumes at MIA have grown to the extent that a supplemental facility at Homestead Air Force Base is needed to handle future demand, and

WHEREAS, a feasible and cost effective plan for conversion of Homestead Air Force Base to a civilian facility to safely handle passenger and cargo activity will increase business in the southern portion of Dade County, generating jobs and economic activity, thereby creating a positive economic benefit for all of Dade County, and

WHEREAS, there is an assumption that realistic plans will be in place for appropriate environmental mitigation including surface and storm water, noise, habitat and contaminant issues.

NOW THEREFORE BE IT RESOLVED that the Greater Miami Chamber of Commerce urges immediate project approvals relative to the South Florida Water Management District Permit and the Chapter 288 Land Use Amendment process so that conversion of the Base to civilian use and the ensuing economic benefits may be realized.

Unanimously approved this 16th day of September 1997.

Barry E. Johnson William O. Cullom

GREATER MIAMI CHAMBER OF COMMERCE
Omni International Complex • 1601 Biscayne Boulevard • Miami, Florida 33132-1260 • (305) 350-7700

TOTAL P.02

03/07/00 13:18 LATIN BUILDERS ASSOCIATION → R FAX NT NO.115 P002/005

1

EBA **Latin Builders Association, Inc.**

A RESOLUTION OF THE Latin. Builders Assoc. EXPRESSING SUPPORT FOR THE REDEVELOPMENT OF HOMESTEAD AIR FORCE AS HOMESTEAD REGIONAL AIRPORT IN ACCORDANCE WITH THE SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT FOR DISPOSAL OF PORTIONS OF THE FORMER HOMESTEAD AIR FORCE BASE, AS PREPARED BY THE DEPARTMENT OF THE AIR FORCE IN DECEMBER, 1999, PROVIDING FOR DISTRIBUTION OF RESOLUTION, PROVIDING FOR EFFECTIVE DATE.

WHEREAS, in August of 1992, Hurricane Andrew devastated the southern portion of Miami-Dade County, and

WHEREAS, one of the primary economic and employment centers destroyed by Hurricane Andrew was the Homestead Air force Base; and

WHEREAS, after Hurricane Andrew, Homestead Air Force Base was closed in the BRAC process and later redefined as a significantly reduced air reserve operation; and

WHEREAS, the United States Air Force and Federal Aviation Administration (the "FAA") have recently completed the Supplemental Environmental Impact Statement (the "SEIS") concerning disposal of the portions of the former Homestead Air Force Base (the "AFB"), dated December, 1999; and

WHEREAS, at the insistence of the Clinton Administration and various environmental organizations, the people of Homestead and South Miami-Dade County had been forced for several years to set aside all expectations of new jobs and economic recovery while both a Sensitivity Analysis (whose conclusions

782 N.W. LeJeune Road • Suite 450 • Miami, FL 33126 • TEL. (305) 446-5989 • FAX (305) 446-0901

were the same as the 1994 Final Environmental Impact Statement) and the SEIS were completed; and

WHEREAS, a unique opportunity presently exists to promote the economic recovery of southern Miami-Dade County by providing for the redevelopment of the former Homestead Air Force Base as a commercial airport; and

WHEREAS, this opportunity must be pursued without further delay; and

WHEREAS, the SEIS indicates that the use of surplus of the AFB for the development of a commercial airport, to be designated as Homestead Regional Airport, as proposed by Miami-Dade County, can be accomplished in a manner which is compatible with the environment; and

WHEREAS, it is also clear, as the SEIS indicates, that commercial air activity at the Homestead facility will not have "any significant impact on our national parks and/or their surroundings"; and

WHEREAS, the Homestead Regional Airport will generate thousands of new jobs and will facilitate the development of airport facilities and commercial and industrial enterprises; and

WHEREAS, the development of the Homestead Regional Airport will enable the southern Miami-Dade County community to make substantial progress in recovering from the devastating impact of Hurricane Andrew and the closure of Homestead Air Force Base; and

WHEREAS, the Homestead Regional Airport would provide scheduled air passenger services, as well as air freight, air cargo, and general aviation operations; and

WHEREAS, Miami-Dade County needs a second commercial airport and, as found in the SEIS, the only suitable site for a second airport is the former Homestead Air Force Base; and

WHEREAS, aviation services provided by Homestead Regional Airport would serve to provide much needed relief to Miami International Airport ("MIA") by serving as a reliever airport; and

WHEREAS, MIA would greatly benefit from a reliever airport to mitigate the heavy demand created by the growing quantity of international traffic; and

WHEREAS, the runway at Homestead Regional Airport can readily accommodate all types of aircraft in the civil fleet, and must, in any event, remain active in the future to meet U.S. Military and U.S. Customs needs; and

WHEREAS, the SEIS indicates that a commercial airport facility can be developed in a manner that respects our environment, while alleviating the long term planning problems of air capacity for Miami-Dade County, but more importantly, fulfilling the federal government's commitment made many years ago, to help revitalize our economy.

NOW, THEREFORE, IT IS HEREBY RESOLVED BY THE L.B.A. **, AS FOLLOWS:**

Section 1: Recitals adopted. That each of the above stated recitals are hereby confirmed and adopted.

Section 2. Statement of Support. That the L.B.A. hereby expresses its strong support for the development of Homestead Regional Airport, in accordance with the proposal of Miami-Dade County, Florida, as evaluated in the SEIS of December, 1999.

Section 3. Request for Action. That the L.B.A. calls upon all interested parties to move forward with this essential project.

Section 4. Distribution of Resolution. That a copy of this resolution shall be distributed to the Honorable Albert Gore, Jr., the South Florida Congressional Delegation, the United States Air Force, the FAA, Miami-Dade County Board of County Commissioners, Mayor Alex Penelas of Miami-Dade County, Mayor Otis Wallace of Florida city, Mayor Steve Shiver of the City of Homestead, the County Manager of Miami-Dade County, the Director of MIA, the Miami-Dade County League of Cities, and to other interested parties as designated by the Chamber.

Section 5. That this Resolution shall be effective immediately from and after its adoption.

PASSED AND ADOPTED THIS 1 day of January, 2000.

ATTEST:

RESOLUTION NO. 2761

A RESOLUTION OF THE CITY OF SWEETWATER EXPRESSING SUPPORT FOR THE REDEVELOPMENT OF HOMESTEAD AIR FORCE BASE AS HOMESTEAD REGIONAL AIRPORT IN ACCORDANCE WITH THE SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT FOR DISPOSAL OF PORTIONS OF THE FORMER HOMESTEAD AIR FORCE BASE, AS PREPARED BY THE DEPARTMENT OF THE AIR FORCE IN DECEMBER, 1999; PROVIDING FOR DISTRIBUTION OF RESOLUTION; PROVIDING FOR EFFECTIVE DATE.

WHEREAS, in August of 1992, Hurricane Andrew devastated the southern portion of Miami-Dade County; and

WHEREAS, one of the primary economic and employment centers destroyed by Hurricane Andrew was the Homestead Air Force Base; and

WHEREAS, after Hurricane Andrew, Homestead Air Force Base was closed in the BRAC process and later redefined as a significantly reduced air reserve operation; and

WHEREAS, the United States Air Force and Federal Aviation Administration ("FAA") have recently completed the Supplemental Environmental Impact Statement ("SEIS") concerning disposal of portions of the former Homestead Air Force Base (the "AFB"), dated December, 1999, and

WHEREAS, at the insistence of the Clinton Administration and various environmental organizations, the people of Homestead and South Miami-Dade County had been forced for several years to set aside all expectations of new jobs and economic recovery while both a Sensitivity Analysis (whose conclusions were the same as the 1994 Final Environmental Impact Statement (and the SEIS were completed, and

WHEREAS, a unique opportunity presently exists to promote the economic recovery of southern Miami-Dade County by providing for the redevelopment of the former Homestead Air Force Base as a commercial airport, and

WHEREAS, this opportunity must be pursued without further delay; and

WHEREAS, the SEIS indicates that use of surplus land of the AFB for the development of a commercial airport, to be designated as Homestead Regional Airport, as proposed by Miami-Dade County, can be accomplished in a manner which is compatible with the environment; and

RESOLUTION NO. 2761 PAGE 2

WHEREAS, it is also clear, as the SEIS indicates, that commercial air activity at the homestead facility will not have "any significant impact on our national parks and/or their surroundings"; and

WHEREAS, the Homestead Regional Airport will generate thousands of new jobs and will facilitate the development of airport related facilities and commercial and industrial enterprises; and

WHEREAS, the development of the Homestead Regional Airport will enable the southern Miami-Dade County community to make substantial progress in recovering from the devastating impact of Hurricane Andrew and the closure of Homestead Air Force Base, and

WHEREAS, the Homestead Regional Airport would provide scheduled air passenger services, as well as air freight, air cargo, and general aviation operations; and

WHEREAS, Miami-Dade County needs a second commercial airport and, as found in the SEIS, the only suitable site for a second airport is the former Homestead Air Force Base; and

WHEREAS, aviation services provided by Homestead Regional Airport would serve to provide much needed relief to Miami International Airport ("MIA") by serving as a reliever airport, and

WHEREAS, MIA would greatly benefit form a reliever airport to mitigate the heavy demand created by the growing quantity of international traffic; and

WHEREAS, the runway at Homestead Regional Airport can readily accommodate all types of aircraft in the civil fleet, and must, in any event, remain active in the future to meet U.S. Military and U.S. Customs needs, and

WHEREAS, the SEIS indicates that a commercial airport facility can be developed in a manner that respects our environment, while alleviating the long term planning problems of air capacity for Miami-Dade County; but more importantly, fulfilling the federal government's commitment made many years ago, to help revitalize our economy.

NOW, THEREFORE, IT IS HEREBY RESOLVED BY THE COUNCIL OF THE CITY OF SWEETWATER, AS FOLLOWS:

SECTION 1. Recitals adopted. That each of the above stated recitals are hereby confirmed and adopted.

SECTION 2. Statement of Support. That the Council hereby expresses its strong support for the development of Homestead Regional Airport, in accordance with the proposal of Miami-Dade County, Florida, as evaluated in the SEIS of December, 1999

RESOLUTION NO 2761 PAGE 3

SECTION 3. Request for Action. That the Council calls upon all interested parties to move forward with this essential project

SECTION 4. Distribution of Resolution. That a copy of this resolution shall be distributed to the Honorable Albert Gore, Jr., the South Florida Congressional Delegation, the United States Air Force, the FAA, Miami-Dade County Board of County Commissioners, Mayor Alex Penelas of Miami-Dade County, Mayor Otis Wallace of Florida City, Mayor Steve Shiver of the City of Homestead, the County Manager of Miami-Dade County, the Director of MIA, the Miami-Dade County League of Cities, and to other interested parties as designated by the Chamber

SECTION 5. That this Resolution shall be effective immediately from and after its adoption.

PASSED AND ADOPTED THIS 7th **day of** February, **2000.**

JOSE L. DIAZ, MAYOR

MANUEL L. MARONO, COMMISSION PRESIDENT

ATTEST:

MARIE O. SCHMIDT, CITY CLERK

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

RAMON IRIZARRI, CITY ATTORNEY

RESOLUTION NO. 2761 PAGE 4

VOTE UPON ADOPTION:

MANUEL L. MARONO, COMMISSION PRESIDENT	YES
FRISCA BARRETO, COMMISSION VICE PRESIDENT	YES
ARIEL ABELAIRAS	YES
MANUEL DUASSO	YES
MANOLO FERNANDEZ	YES
JESUS MESA	YES
LUIS M. RODRIGUEZ	YES

Resolution of the Industrial Association of Dade County

WHEREAS, the Industrial Association of Dade County (IADC) and its members believe that the Miami International Airport is a formidable economic engine and its continued growth is beneficial to Miami-Dade County, and

WHEREAS, the IADC and its members believe that sometime between the years 2006 and 2010, commercial aviation traffic demands at Miami International Airport will exceed the capacity of the airport, and

WHEREAS, the Industrial Association of Dade County and its members believe that the Homestead Air Force Base site can best provide the extra commercial aviation capacity needed by Miami-Dade County at a reasonable cost, and

WHEREAS, the Industrial Association of Dade County and its members believe a commercial reliever airport at the Homestead Air Force Base site will provide the Homestead area with an economic engine to fuel development of high-paying jobs for the local economy,

NOW, THEREFORE, BE IT RESOLVED BY THE PRESIDENT AND THE BOARD OF DIRECTORS OF THE INDUSTRIAL ASSOSCIATION OF DADE COUNTY, THAT,

Section 1: The President and the Board of Directors of the Industrial Association of Dade County strongly urge the Governments of the United States of America, the State of Florida, and Miami-Dade County to support the development of a commercial reliever airport to provide the necessary future aviation capacity, and

Section 2: The President and the Board of Directors of the Industrial Association of Dade County strongly urge the Governments of the United States of America, the State of Florida, and Miami-Dade County to support the development of the Homestead Air Force Base as the site of the commercial reliever airport with related industrial and commercial development.

PASSED AND ADOPTED this 18TH DAY OF MARCH 2000.

Debbie Colangelo
President

Attest:

Alex Morales, Executive Director

Approved by a unanimous vote of the Board of Directors.

01/21/2000 11:13 3052463241 CITYOFHOMESTEAD PAGE 02

CITY OF HOMESTEAD, FLORIDA
790 N. HOMESTEAD BOULEVARD • HOMESTEAD, FLORIDA 33030
TELEPHONE (305) 247-1801 • FAX (305) 246-2241 • E-Mail: http://ci.homestead.fl.us

STEVE SHIVER, Mayor
ROBERT WARREN, Vice-Mayor
CURTIS K. IVY JR., Acting City Manager

COUNCIL MEMBERS
EDDIE BERMOSA
BEAU L. FIETCHER
LITA D. PERRY
JEFFREY D. PORTER
NICHOLAS D. SACCOCE

January 18, 2000

The Honorable Albert Gore, Jr
Office of the Vice President of the United States
Old Executive Office Building
17th Street and Pennsylvania Avenue
Washington, D C. 20501

Re: Redevelopment of Homestead Air Force Base

Dear Mr. Vice President

At the insistence of your Administration and various environmental organizations, the people of Homestead and South Miami-Dade County were forced to set aside all expectations of new jobs and economic recovery while both a Sensitivity Analysis (whose conclusions were the same as the FEIS) and a Supplemental Environmental Impact Statement (SEIS) were completed. We agreed and what ensued has been the longest study process of any Department of Defense transfer in our Nation's history. Nonetheless, we trusted your Administration would look upon this process fairly and ensure a swift decision. I was extremely surprised and disappointed to hear the comments of Secretary Babbitt and Administrator Browner regarding the recently completed draft SEIS about the development of an airport on the former Homestead Air Force Base site.

I would have expected that the Secretary and the Administrator would seek important community input before arriving at any position on the future airport. The public comment period has not concluded. Therefore, the comments of Secretary Babbitt and Administrator Browner are ill-timed, ill-informed and bring into question the integrity of the entire federal process

The people of Homestead and South Miami-Dade County care deeply about our environment. This is where we live and work. We farm the land. We boat and fish in the Bay. We also enjoy the natural resources of the Everglades. As the SEIS stated, a commercial airport in South Miami-Dade will not negatively affect our environment.

01/21/2000 11:13 3052463241 CITYOFHOMESTEAD PAGE 03

The Honorable Albert Gore, Jr
Page 2
January 18, 2000

It is clear that Miami-Dade County and the entire South Florida region is in need of additional airport capacity. It is also clear, as the SEIS indicates, that commercial air activity at the Homestead facility will not have "any significant impact on our national parks and/or their surroundings." The study also indicated that no other existing aviation facility can accommodate the anticipated growth.

Unfortunately, it also appears to be very clear that some environmental organizations are not pleased with the outcome of the study they insisted upon. In fact a young man who was extremely vocal in convincing the Council on Environmental Quality to complete the SEIS, was recently quoted to say, "this study declares war on our national parks." What kind of message does this send to communities across our country about general trust and good faith between parties involved in the NEPA process? To continually threaten legal action and to use our legal system to manipulate the outcome of the process is simply wrong

The people of South Miami-Dade County have suffered too much and have waited too long to be shortchanged by an Administration who, it appears, will not even follow its own process. It is regrettable that there is no end to the devastation of Hurricane Andrew as well as the apparent broken promises and dashed expectations that have followed. I for one still trust in you and would compel you to hear the heartfelt pleas of my community. Put aside the environmental politics and consider the facts, the facts of the SEIS your Administration insisted upon. The same study that indicates a commercial airport facility can coexist in our environment alleviating the long term planning problems of air capacity for Miami-Dade County, but, more importantly, fulfilling a promise your Administration made many years ago to revitalize our economy

I respectfully ask that you consider a compromise that would address the long term planning needs of air traffic capacity by insisting that the former Homestead Air Force Base be developed as a limited use commercial facility. At the same time I feel this can be done with the strongest attention to its surroundings making this conversion an example of how your Administration can facilitate a compromise between an environmental constituency and a community just trying to survive

You may recall, at the end of last year, Mayor Alex Penelas of Miami Dade County, Mayor Otis Wallace of the City of Florida City and I were scheduled to meet with you regarding this issue. Unfortunately, a threat by another hurricane forced us to cancel our trip. I would like to extend an invitation on behalf of Homestead and Florida City and the entire community of South Miami-Dade for you to visit and see first hand not only the Homestead

CITY OF
HOMESTEAD, FLORIDA

01/21/2000 11:13 3052463241 CITYOFHOMESTEAD PAGE 04

The Honorable Albert Gore, Jr.
Page 3
January 18, 2000

Air Base facility but also the community that will be forever changed by your administration's decision.

Thank you for your consideration of this matter

Respectfully,

Steve Shiver, Mayor

cc: The Honorable Mayor Alex Penelas
The Honorable Mayor Otis Wallace
South Florida Congressional Delegation
Miami-Dade County Commission

OF
ESTEAD, FLORIDA

THE FLORIDA LEGISLATURE

TOM JENNINGS
President of the Senate

JOHN THRASHER
Speaker of the House of Representatives

February 2, 2000

The Honorable Albert Gore
Vice President of the United States
1600 Pennsylvania Ave.
Washington, D.C. 20500

Dear Mr. Vice President:

This letter is in support of the proposal by Miami-Dade County to convert the Homestead Air Force Base into a new commercial airport. As you are aware, Miami-Dade's proposal has been the subject of thorough and comprehensive research. That research supports the expeditious adoption of this proposal.

The most significant aspect of the development of the commercial airport is the economic opportunity that it will provide South Dade. Infrastructure development can encourage and strengthen long-term economic growth. Recent estimates suggest that the development of the commercial airport, at completion, would directly result in the creation of over 17,000 jobs. Additionally, it is projected that over 20,000 off-site jobs would sustain the commercial airport. Overall, the commercial airport would provide a stable economic base for South Dade.

While continued economic growth is paramount, it is also necessary to analyze the environmental effects of the proposed development. Over the last six years, several reports have been produced regarding the disposal of Homestead Air Force Base. Last December, the most comprehensive report, the Draft Supplemental Environmental Impact Statement (SEIS) was released. Several findings in that report should be noted. The Draft SEIS found that, overall, the development would have negligible or minimal environmental impacts. It is actually projected that with the mandatory implementation of the Surface Water Management Master Plan, the freshwater discharges into the Biscayne Bay will decrease 28% by 2015. Noise impacts on both national parks and the local community are so small that a noise management and mitigation plan will not be required

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Given the fact that Miami-Dade County will require additional commercial airport capacity the proposal to develop the Homestead Air Force Base offers the county an environmentally responsible way to meet that need and provide economic growth for South Dade. It is our hope that the federal government will look favorably on the most expeditious adoption of this plan.

Very truly yours,

Tom Jennings
Senate President

John Thrasher
Speaker of the House of Representatives

MAURICE A. FERRE

January 31, 2000

The Honorable Albert Gore Jr.
Office of the Vice President
of the United States
Old Executive Office Building
17th Street and Pennsylvania Avenue
Washington, D.C. 20501

Dear Mr. Vice President

As Mayor of Miami from 1973 to 1985, as vice chair of the Metro-Dade County Commission in the mid nineties, as a life long Democrat and supporter of the Clinton-Gore Team, as a Miamian for almost fifty years and as a citizen I write again in support of the development of a commercial airport at the former Homestead Air Force Base (HAFB).

On October 1994, the USAF issued a Record of Decision (ROD) that if Miami-Dade County would apply, it would convey fee title to Miami-Dade County.

An Environmental Impact Statement (EIS) was made in 1993-1994 that in effect approved limited commercial development.

Because of the environmental community's concern to test the original EIS, a Sensitivity Analysis was made, this came in positive. Again, this was not seen as enough, so a SEIS was ordered Feb. 98. This SEIS again found that the Proposed Action, the conversion of the surplus base property at Homestead to a commercial airport, was environmentally sound.

Further, the Draft SEIS found that Miami-Dade County will need a reliever airport in the near future and acknowledged that there are no other feasible sites existing for a new airport other than Homestead.

No less a "straight shooter" and environmental friendly politician than Sen. Bob Graham has consistently favored commercial development of the Homestead Airport.

Sen. Graham has stated that for fifty years the USAF base at Homestead has had no environmental controls without major problems, thus with stringent environmental controls as a commercial airport there should be no environmental setbacks to the area.

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[illegible] 305 [illegible] 3726

The Honorable Albert Gore, Jr. Letter
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Not only has the Board of County Commissioners (the governing board of Miami-Dade County), Mayor Alex Penelas and the tough Department of Environmental Resources Management (DERM) repeatedly approved the project, so has the State of Florida (under Chapter 288 permitting process). The Florida Cabinet unanimously approved, after then Governor Lawton Chiles (in a 1997 Cabinet Meeting) said "enough is enough."

Furthermore, the State of Florida's Department of Community Affairs (DCA), with the full support of Lt. Governor Buddy McKay and the South Florida Water Management District Board also approved the project. There is not one single local, State or Federal agency or board that has said no to a commercial airport at the former HAFB. The Greater Miami Chamber of Commerce also endorsed the proposal.

Yet, because of the ongoing opposition of the environmental community the HABDI developers have downsized their proposal from 1,000,000 square feet of space to half i.e., to 500,000 square feet of commercial development.

Now the matter goes to the Federal Council on Environmental Quality (CEQ) that you chair. After the negative declarations recently of my friend Secretary Bruce Babbitt and the ongoing negative stand of EPA administrator Carol Browner and Katie McGinty, and an election year where you need the help of the environmental community for your Presidential aspirations, it does not look good for Homestead. Yet, the right thing to do is to approve the limited commercial development of the former HAFB.

As a Miami-Dade County Commissioner in 1994 and 1995, I spent a great deal of time and effort studying the infrastructure needs of Miami-Dade County. A community based organization, Metro-Miami Marketplace, Destination 2001 took a year to study our needs and concluded, like the SEIS, that MIA would be over its capacity in the early 2000's and the neighboring Fort Lauderdale International Airport and Opa-Locka Airport were not viable relief solutions. It was found that 25% of Miami-Dade County Gross Product was determined by MIA with an economic impact (1993) of $12.3 billion and that MIA generated 176,500 jobs. In the last seven years, these figures have grown tremendously.

Because Miami-Dade County's economy is, and will continue to be, based on visitors (tourism, etc.) and international trade and commerce, and because of MIA's physical limitations, despite the building of a fourth runway, it has been the conclusion of all the experts that have studied MIA, that its practical limitations are 40,000,000 passengers per year and 2,500,000 tons of cargo per year. We will be at these capacities within a decade. Strangely enough, the limitations to MIA are based on the constraints on the land-side and not on the air-side of MIA.

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Of the top ten airports of the world (MIA being eighth) there is no other that is as much a factor to the overall economy of the community it serves as MIA. In other words, the economic center of Miami-Dade is not downtown, or Miami Beach or any commercial or industrial center, it is at MIA, the airport.

To put a cap to our airport is to put a cap on the economic growth of Miami and South Florida. I appreciate the environmental community's desire to do this, but how about the future of the five million Americans that currently live and work in South Florida? We need a reliever airport in South Florida.

In addition, the 400 million people of Latin America and the Caribbean increasingly look to Florida and Miami in particular, as their home base, their entry port in the USA, similar to L.A., San Francisco and Seattle for the Pacific Basin. Europe also looks at MIA as the entry point for Latin America and somewhat to the Southern U.S.

As the Clinton-Gore Administration looks to the establishment of the Free Trade Area of the Americas (FTAA) by 2005 and Miami becomes even more important to the globalization of world commerce, the healthy development of our airport systems in South Florida is in our National interest.

In view of the conclusion, after six years of studies (EIS, Sensitivity Study and SEIS) having conclusively received environmental validation, and the approval of all State and local agencies and widespread local support, a commercial airport at Homestead is essential to the National and State transportation infrastructure. Please do the right thing and approve a limited commercial reliever airport at Homestead. Thank you for your consideration.

Sincerely,

Maurice A. Ferré

MAF:mm

cc: Sen. Bob Graham
South Florida Congress Del
Secretary Bruce Babbitt
Board of County Commissioners - Miami-Dade County
Mayor Alex Penelas
Mayor Steve Shiver, City of Homestead
Mayor Otis Wallace, City of Florida City

Miami-Dade County Commissioner
Bruno A. Barreiro
District 5

February 1, 2000

The Honorable Albert Gore, Jr
Office of the Vice President of the United States
Old Executive Office Building
17th Street and Pennsylvania Avenue
Washington, D C 20501

Re: Redevelopment of Homestead Air Force Base

Dear Mr Vice President:

I am writing on behalf of more than two million Citizens of Miami-Dade County, regarding the continued uncertainty of the redevelopment of the Homestead Air force Base. Miami-Dade County embarked on a journey in 1993 when it was designated the Local Redevelopment Authority to find an alternative use for the Base Since that time, Miami-Dade has developed a reuse plan that has been the subject of various environmental studies

Currently, your administration has released a Supplemental Environmental Impact Statement (SEIS) in draft form which is now entering the public hearing phase with a final determination in summer 2000 As this process continues it is important to point out that the residents of Miami Dade, especially in South Dade were devastated by Hurricane Andrew in 1992 Even today, those residents are struggling to recover Therefore, I trust your Administration will follow this process equitably and ensure that an expedited decision is made

The initial findings from the SEIS have determined that the South Florida region is in need of additional airport capacity, and it's unable to accommodate the anticipated growth within their existing aviation facilities Furthermore, the SEIS makes it clear that a commercial airport at the Base will not have "any significant impact on our national parks and/or their surrounding."

Therefore, I respectfully ask that you consider a compromise that would address the long term planning needs of air traffic capacity by ensuring that the former Homestead Air Force Base be developed as a limited use commercial facility. At the same time, I feel this can be done with the strongest attention to its surroundings making this conversion an example of how your Administration can facilitate a compromise between an environmental consistency and a community just trying to survive

Thank you for your consideration on this matter

Sincerely,

Bruno A. Barreiro
Miami-Dade County Commissioner
District 5

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2-21-2000 7:12PM FROM COMM BARREIRO MIAMI 3056438528 P.2

United States Department of the Interior

OFFICE OF THE SECRETARY
Washington, D.C. 20240

FEB 1 2000

Ms Shirley Curry,
AFBCA External Affairs
1700 N Moore Street, Suite 2300
Arlington, VA 22209-2802

Dear Ms Curry

The Department of the Interior (Department) appreciates the opportunity provided to the National Park Service and the Fish and Wildlife Service to work as cooperating agencies on the preparation of the Draft Supplemental Environmental Impact Statement (Draft SEIS) entitled "Disposal of Portions of the Former Homestead Air Force Base" and dated December 1999 The Department understands that the goal of the Air Force is to dispose of the former Homestead Air Force Base surplus property in a manner that supports economic revitalization of South Florida while protecting Biscayne and Everglades National Parks

Homestead Air Force base is less than two miles from Biscayne National Park, and less than 10 miles from Everglades National Park, so what is done at Homestead is enormously important to the parks Both parks have been set aside by Congress for the fundamental purpose stated in the National Park Service's Organic Act, "which purpose is to conserve the scenery and the natural and the historic objects and the wildlife therein and to provide for the enjoyment of the same in such manner and by such means as will leave them unimpaired for the enjoyment of future generations " Everglades National Park has also been recognized as both a World Heritage Site and a Biosphere Reserve, it also constitutes the largest remaining subtropical wilderness in the United States, with 1,296,500 acres that have been formally designated by Congress as part of the National Wilderness Preservation System Biscayne National Park receives nearly 500,00 visitors per year and Everglades National Park nearly one million visitors per year

Because South Florida supports some of the greatest biodiversity in the United States, decisions about the disposal and reuse of Homestead Air Force Base are also potentially significant to wildlife resources for which the U S Fish and Wildlife Service has responsibility Crocodile Lake National Wildlife Refuge is about 30 miles from Homestead Within South Florida 68 species are listed as endangered or threatened under the Endangered Species Act

The Department believes that the Mixed Use alternative is the preferred approach to achieve the stated goal for the disposal of this property and urges the Air Force adopt the Mixed Use alternative in its Record of Decision The Department believes that the Mixed Use is preferable to the development of a commercial airport because the Mixed Use alternative

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- **Avoids adverse impacts on the national parks.** The Department is very concerned about the potential impacts of a commercial airport at the former Homestead Air Force Base The Draft SEIS states that the development of a single runway commercial airport at Homestead would lead to about 251 000 annual aircraft operations at full buildout, as compared to under 20,000 military and other operations at Homestead Air Reserve Station today If the commercial airport were to be expanded in the future, it could lead to about 370,000 annual aircraft operations a 60 percent increase over the proposed action This could have significant effects on the natural resources of Biscayne and Everglades national parks and the opportunities of Americans to enjoy them, by substantially increasing man-made noise in the parks, disrupting their natural soundscapes, increasing contaminants, nitrogen deposition, and other pollution levels in the parks, and interfering with scenic vistas and night skies

- **Avoids potential impacts to wildlife:** The increased noise in Everglades National Park, which contains the only remaining habitat for the highly endangered Cape Sable seaside sparrow, could reduce the ability to survey, through methods that rely on listening, the populations of the sparrow

- **Offers additional environmental benefits:** The Collier Resources Company Proposal, presented as one variation of the Mixed Use alternative, creates significant additional environmental benefits to the National Park System that a commercial airport does not In exchange for surplus lands at former Homestead Air Force Base, the Collier Resources Company proposes to exchange oil and gas rights that it holds in Big Cypress National Preserve

  Although the Collier Resources Company proposes a specific exchange of oil and gas rights to benefit the National Park System, it may be possible that any of the Mixed Use variations could result in similar environmental benefits through an exchange of the surplus property at the former Homestead Air Force Base for environmentally sensitive lands in South Florida

- **Avoids potential disruption of other future Everglades restoration activities** The Department is concerned that the secondary and cumulative impacts associated with the development of a commercial airport could result in growth in the surrounding area that could frustrate planned and future Everglades restoration activities and potentially result in wetlands loss or loss of important farmland

- **Offers substantial economic benefits to South Florida** The Mixed Use alternative whether in the form of a market driven redevelopment approach, the Collier Resources Company Proposal, the Hoover

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Environmental Group Plan, or some similar as yet unidentified proposal - provides significant economic renewal and revitalization of south Florida in a manner that avoids degrading the natural environment and resources of Biscayne and Everglades National Parks

Although the Draft SEIS analyzes the environmental consequences of the proposed action and is based upon the best scientific information available at this time, the Department believes that we have only a modest understanding of the potential environmental impacts and associated cumulative impacts from a commercial airport, located less than two miles from Biscayne National Park and less than 10 miles from Everglades National Park Although the Draft SEIS notes correctly that we are unable at this time to analyze fully the impacts of a proposed airport expansion because it is so far into the future, the Department believes that similar impacts could occur, only to compound the potential degradation to park resources that may result from a commercial airport

For all of these reasons, the Department supports the Mixed Use alternative as the best way to provide significant economic opportunities to South Miami-Dade County, consistent with the Air Force's goal to dispose of surplus property at the former Homestead Air Force Base in a manner that supports economic revitalization of South Florida, while protecting Biscayne and Everglades National Parks

More specific comments addressed in the order in which they are discussed and analyzed in the Draft SEIS follow

Socioeconomic Benefits

The Department notes that the Mixed Use alternative has the capacity to generate significant economic benefits quickly that are nearly as great as the proposed action The Draft SEIS states that employment resulting from the Mixed Use alternative in South Miami-Dade County is expected to ultimately increase by 7,848-15,843 jobs, generating a potential increase in earnings of $228-459 million by 2015 The Draft SEIS calculates that this represents an increase in South Miami-Dade County of about 11-23% over the present baseline Although less than that associated with the development of the commercial airport, this is significant economic growth Further, the Draft SEIS notes that economic benefits accrue more quickly to the surrounding area from the Mixed Use alternative than from the commercial airport, thereby providing more immediate benefits to the local communities and residents

In contrast to the commercial airport, the Mixed Use alternative also provides for significant recreational and educational opportunities The Air Force should carefully consider the immediate and lasting benefits that are offered under both the Collier Resources Company Proposal and the Hoover Environmental Group Plan as they have the potential to provide unique educational and recreational opportunities, as well as expanded tourism in the region

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Airspace and Safety

Although the Draft SEIS indicates that serious accidents involving commercial aircraft are infrequent the Department remains quite concerned about the environmental consequences for any aircraft accidents that may, depending upon the location of such accident, degrade natural resources under the jurisdiction of the Department of the Interior For example, an accident occurring in the wetlands of Biscayne or Everglades National Parks could destroy valuable habitat and vegetation degrade soils and cause mortalities of plant and animal species Accidents often involve the release of toxic fuels that may further degrade the environment Finally related aircraft recovery operations have the potential to damage natural resources These risks, though small, are not present in the Mixed Use alternative

Noise

The natural ambient soundscape, those sound conditions that exist in the absence of human-caused sounds, is among the important natural conditions and resources of national parks As already indicated, the Draft SEIS states that a single-runway commercial airport at Homestead would lead to about 231,000 annual aircraft operations at full buildout, as compared to about 20 000 military and other operations at Homestead Air Reserve Station today If expanded in the future a commercial airport could lead to about 370 000 aircraft operations a year At the initial proposed level, let alone at an expanded level, these operations could significantly increase man-made noise levels in Biscayne and Everglades national parks, and represent a significant impairment and use of park resources, including natural sounds and a sense of tranquility The proposed flight tracks and operational levels would also impact Crocodile Lake National Wildlife Refuge

As with many resources the National Park Service is charged to preserve, the natural soundscapes of Everglades and Biscayne National Parks are not currently pristine and all of the factors affecting those soundscapes are not controlled by the Park Service However, the National Park Service will restore degraded soundscapes to the natural ambient condition wherever possible and will protect natural soundscapes from degradation due to human-caused noise To that end, the National Park Service is currently preparing a draft Soundscape Management Plan for Biscayne National Park Soundscape preservation will also be addressed in the upcoming General Management Plan for Everglades National Park The Department is concerned that the development of a commercial airport in such close proximity to Biscayne and Everglades National Park will frustrate these management efforts, as well as contribute to the further degradation of the resource

In terms of the analysis of noise consequences from the proposed action, the Department notes that the draft report by Wyle Laboratories entitled "The Soundscape in South Florida National Parks" and prepared for the National Park Service was included in the appendix to the Draft SEIS The report was prepared to assist the National Park Service in its efforts to resolve methodological issues associated with defining the "natural soundscape," i e , the conditions that do or would exist in the absence of human caused

noise, in parks across our system Because the natural soundscape is a natural resource of all parks and is the "affected environment" for assessing the impacts of noise intrusions the accurate characterization of the soundscape resource is of great interest to the National Park Service

The Wyle report reviewed the data from earlier studies that were used as the basis for the noise analysis in the Draft SEIS In various places the Wyle report points out where the methodology and assumptions in the earlier studies appear to be inconsistent with an accurate assessment of the natural soundscape For example the ambient noise level ascribed to the parks by the FAA's short term measurements is far higher than the levels measured over a longer period of time by Wyle Laboratories In addition, the Wyle findings do not validate the vegetation-based extrapolation of data that was done by the FAA The Department accepts the Draft SEIS's finding that the airport alternative would lead to increases in the amount of time that there would be elevated noise levels in the parks However the re-analysis by Wyle Labs indicates that the analysis reflected in the text of the Draft SEIS may underestimate the amount of time each day that noise levels would be elevated

Notwithstanding these differences in methodologies and assumptions that indicate that different noise impact results could be achieved, increased noise levels in the national parks have the potential to disrupt park employees and visitors, park interpretive programs and park natural resources Because of concerns over the differing methodologies and assumptions employed by the Federal Aviation Administration and Wyle Laboratories regarding noise issues, the Department believes that our knowledge of the effect of increased noise levels on the resources in Biscayne and Everglades National Park is evolving Further although it is beyond the scope of this Draft SEIS, it is possible that if a commercial airport were to be expanded at a later date to increase the frequency of air traffic, increased noise levels could result despite any future changes in technology that could mitigate such impact, if such technology were to be developed It is unclear at this time if that will be the case

The Department notes, however, that the Mixed Use alternative does not result in any change in noise levels, whatsoever, and would allow the National Park Service to continue its efforts to (1) preserve and protect for present and future generations the natural resources of nearby parks, (2) restore natural soundscapes to the extent possible, and (3) provide for continued visitor enjoyment of the nearby parks without the impact caused by increased noise levels

Land Use and Aesthetics

The Department believes that the increased level of aircraft operations associated with the proposed action could seriously affect the land use and aesthetics in the nearby national parks and the enjoyment of present and future visitors

In terms of the park resources that could be affected by this dramatic increase in aircraft operations, flat open landscapes and vast skies are essential resources of Everglades and

Biscayne National Parks that are presently enjoyed by visitors and are an integral part of the visitor experience The Draft SEIS describes the impact of increasing the frequency and expanding the distribution of aircraft and contrails on these resources and on the visitors who enjoy these resources A full understanding of the impact of such intrusion is modest

The Department notes that Everglades National Park, receiving close to 1 million visitors per year and internationally recognized as both a World Heritage Site and Biosphere Reserve, is the largest remaining subtropical wilderness in the United States with 1,296,500 acres officially designated as wilderness Visitors seeking the solitude of a wilderness setting at Everglades National Park through back country camping or canoeing down Shark River Slough could have their experiences disrupted through increased commercial air traffic over these areas Similarly, the nearly 500,000 annual visitors to Biscayne National Park may find their experience seriously degraded by the frequent appearance of low altitude approaching and departing aircraft over Biscayne Bay, and associated aircraft lights and noise The Department notes that Biscayne National Park serves as an important retreat and recreational resource for the surrounding greater Miami urban area

Similar to vast open day skies, clear, dark, night skies are another important landscape of both Biscayne and Everglades National Parks Based upon the information set forth in the Draft SEIS, it is reasonable to infer that increased aircraft activity, related airport infrastructure, and potential secondary development on the adjacent lands, as well as the potential for future airport expansion has the potential to permanently impair this resource for current and future park visitors The Draft SEIS recognizes this impact

In addition to the effects of a commercial airport on the landscapes and the visitors who enjoy such landscapes, there are also important park interpretive programs that could be affected by such a significant increase in air traffic over existing levels For example, one of the hallmarks of the environmental education program at Everglades National Park is the opportunity for children with little or no exposure to the natural world to experience a setting where the influence of human activity is minimized Park rangers teach these children about nature by letting them experience the prevailing "silence" of nature -- having them stand quietly for 60 seconds and then having them describe what they saw, heard and felt during that time This theme is incorporated into many of the ranger-led activities throughout the parks Fundamental parts of these educational experiences could be compromised, if not completely altered, and we would be very disappointed if this experience were degraded by the projected air traffic and noise associated with the proposed airport

The Department notes that the Draft SEIS finds that the potential for incompatability between the Mixed Use alternative and the surrounding landscapes and aesthetics to be less than for the other alternatives The Department agrees and believes that the Mixed Use alternative does not alter the landscapes or aesthetics of either Biscayne or Everglades National Park or the enjoyment of such resources by visitors in the same way that such resources would be altered by a commercial airport

Air Quality

The Draft SEIS concludes that the development of a commercial airport at the former Homestead AFB would increase nitrogen deposition in Biscayne National Park by 23 percent over current deposition rates Nitrogen deposition in Everglades National Park would increase by about 6 percent If nitrogen levels increased in the waters of Biscayne Bay at the levels described for the commercial airport, that could speed up the process of eutrophication which could have a negative effect on ecological productivity

Polycyclic aromatic hydrocarbons (PAHs) are toxic organic compounds emitted in the exhaust of aircraft, motor vehicles, and industrial boilers Higher concentrations of PAHs in soils and water body sediments are expected near sources such as airports or roadways PAHs are considered hazardous air pollutants by the Environmental Protection Agency, but emissions from aircraft engines are not regulated Although there is limited data on the transport of PAHs, they are apparently very insoluble in water, and readily attach to particles such as soil and dust In water bodies, PAHs tend to settle to bottom sediments where they affect the benthic communities and ultimately the whole food chain

The Draft SEIS finds that increased activity of aircraft and other mobile sources associated with the Proposed Action would increase the generation of PAHs in the vicinity of former Homestead AFB The Draft SEIS suggests that PAHs released from aircraft during flight would be widely distributed at extremely low concentrations before reaching the earth The Department is concerned that our knowledge of PAHs in this resource context may be limited and that the distribution of PAHs may not be so widely dispersed, particularly beneath the flight paths in the sensitive nearshore areas of Biscayne Bay Extremely low levels of total PAHs may be enough to cause a biological impact

Earth Resources

The Draft SEIS estimates that the commercial airport could result in the reduction of about 800 acres of nearby farmland in South Miami-Dade County In contrast, the Mixed Use alternative is estimated to result in the reduction of 200-500 acres of nearby farmland The Department believes that any action that increases the development of land surrounding the former Homestead Air Force Base has the potential to (1) disrupt the ability to implement recommendations to establish a buffer between the former Homestead Air Force Base and the nearby national parks whatever re-use alternative is chosen as recommended by various groups (discussed further below), and (2) diminish future local and state efforts to acquire environmentally sensitive lands in the area for the purpose of constructing projects that could result in improved water quality and quantity for the Biscayne Coastal Wetlands feature described in the Army Corps Comprehensive Plan for Everglades Restoration The purpose of the Biscayne Coastal Wetlands feature included in the Army Corps' Comprehensive Everglades Restoration Plan is to rehydrate wetlands and reduce point source discharge into Biscayne Bay by replicating historic overland flow and redistributing available surface water entering the area from regional canals through a coastal wetland spreader system The Army Corps estimates that about 13,600 acres are needed for this project

Restoration of the South Florida ecosystem is a major priority for state, federal and local governments. The Department believes that any decision about re-use of the former Homestead Air Force Base should complement the future ability of federal, state and local efforts to implement these goals. Protecting the immediate environs of Biscayne National Park, including land between and proximate to the base property and the Bay, is vital to achieving ecosystem restoration by securing more natural quality, quantity, timing and distribution of water flows to Biscayne Bay. Potential environmental impacts of redevelopment of the former Homestead Air Force Base property could effect this important ecosystem restoration project.

Various agencies at the local, state and federal levels have advanced recommendations to create a protected area between former Homestead Air Force Base and Biscayne National Park to protect Biscayne National Park and Biscayne Bay from some of the potential impacts of developing a commercial airport and to restore overland sheet flow to Biscayne Bay. Any re-use scenario, regardless of what re-use alternative is chosen, should include protections from urbanization and degradation of the lands between and proximate to former Homestead Air Force Base and Biscayne Bay.

Miami-Dade County's Comprehensive Development Master Plan amendments and its proposed Wildlife/Habitat Management and Mitigation Plan, the South Florida Ecosystem Restoration Working Group's Issue Advisory Team and Drafting Subcommittee reports, the Florida Department of Community Affairs' report to the Administration Commission, and the Administration Commission's final Order on Chapter 288 amendments all include proposals for a buffer area.

Miami-Dade County's Wildlife/Habitat Management and Mitigation Plan for Homestead AFB, completed in June 1998, describes "Preservation Considerations for Areas Outside of the Former Base." According to the plan, the areas to the east and southeast of the former Base "are the most significant areas in terms of habitat protection and should be considered critical target areas for preservation and management."

The preservation of a buffer area would serve several purposes in protecting and restoring conditions in Biscayne NP. As described in the Draft SEIS, a buffer would:

- Protect park resources, including water quality and the viewshed,
- Protect critical wildlife habitat and wetlands,
- Preserve the rural character of the area by limiting conversion of agricultural land,
- Preserve in its present condition an area that could be crucial for restoring sheetflow to Biscayne Bay.

The Department believes that a buffer to maintain existing agricultural and open spaces uses between Biscayne National Park and the urban areas of southeast Miami-Dade County is essential to protect the nationally and regionally significant resources and values of the park. Implementing the buffer may be more easily accomplished under the Mixed Use alternative

if that it projected to result in the use of fewer acres adjacent to the former Homestead Air Force Base property and the secondary development impacts may be less.

Water Resources

The analysis of impacts to water resources in the Draft SEIS assumes changes in the stormwater management system on the former base, based on the Homestead Regional Airport Surface Water Management Master Plan. This plan and a permit application for stormwater discharges would need to be submitted to, and approved by, the South Florida Water Management District prior to implementation. Substantial changes may be made to the plan during the approval process, but the Draft SEIS assumes that the actual stormwater management system would function as described in the HST Surface Water Management Master Plan. The Department is concerned that specific storm drainage plans for the new airport have not been finalized and that possible replumbing to route stormwater through wetlands east of the base property has not been addressed.

The Department is also concerned about potential increased flows of other groundwater contaminants, especially ammonia. The Draft SEIS suggests that the increase in flows of ammonia, which is toxic to organisms, could be 13-14%. The Department is concerned that French Drains (which are an important element in the stormwater management plan for the airport used to develop the Draft SEIS) may more likely increase contaminants flowing from groundwater into the Bay, rather than reduce it as suggested in the Draft SEIS. This is especially likely when one considers the amount of ammonia flowing from nearby landfills. Ammonia in groundwater is a powerful solvent that will move metals and other contaminants out into the Bay.

Biologic Resources

Proposed air traffic routes under the commercial airport alternative bisect and transverse many sensitive habitats (Cape Sable Seaside Sparrow breeding habitat, foraging habitat for woodstorks and spoonbills, and crocodile nesting habitat). Notwithstanding the pending determination of the Fish and Wildlife Service under Endangered Species Act consultation requirements, the Department is concerned that the increased frequency, volume, and duration of noise could impact these endangered species and species of special concern, as well as other biologic resources in the area. Furthermore, the Department is concerned that these increases could severely hinder efforts to reliably determine the status and trends of the critically endangered Cape Sable Seaside Sparrow, other breeding birds and may impact monitoring of the reintroduction of the bluebird and nuthatch.

The Draft SEIS finds that "[w]ading birds may flush or be startled during, feeding loafing or roosting, but it is not anticipated that nesting birds would be sufficiently affected to abandon their nests. Some species of wading birds appear to habituate to high noise levels, while others may choose to relocate to quieter areas with suitable habitat." The Department believes that a full understanding of the effects of aircraft overflights on indigenous and migratory birds, some of which are threatened or endangered species, is modest, as we lack specific studies of commercial aircraft traffic and its effects for all of

the represented species in the affected environment. Further, the Draft SEIS suggests the use of unspecified techniques to scare birds away from the flight paths to minimize the danger of bird strikes. If these techniques involve the use of noise to prevent birds from roosting in the area, there would be further impacts to wildlife in and around the National Parks.

Additionally, development of a commercial airport is expected to result in the destruction of ecologically sensitive remnant pine rocklands, with the potential for losses off site as the result of secondary development. Similarly, there is also a reduction in wading bird habitat. The Department notes that, in contrast to the commercial airport, the Mixed Use alternative offers the opportunity to preserve remaining pine rocklands and increase wading bird habitat. Under the Hoover Environmental Group Plan, these areas would be preserved and enhanced. The Department notes that this may be possible under any scenario involving Mixed Use, particularly if deed restrictions are used to preserve rare and ecologically sensitive habitat.

Summary of Concerns and Conclusion

As described above, the Department is very concerned that the development of a commercial airport in close proximity to Biscayne National Park and Everglades National Park could have a series of negative consequences on these nationally and internationally recognized resources and the surrounding areas. Once allowed to occur, these negative environmental impacts may be difficult to reverse and could frustrate collective efforts among the federal, state and local governments to create a sustainable South Florida economy by restoring the Everglades. A summary of the potential negative environmental impacts follows:

- Significant derogation of the natural soundscapes in both Biscayne and Everglades National Parks with adverse effects on visitor enjoyment, National Park Service interpretive activities, and biologic resources - including the potential disruption of nesting and/or migration patterns of birds - in both Biscayne and Everglades National Parks,
- Increases in contaminants, including ammonia and PAHs, in Biscayne Bay,
- Increases in nitrogen deposition in Biscayne and Everglades National Parks,
- Reduction of the ability to track the status and trends of repatriated species, endangered species, and other breeding birds,
- Disruption of the scenic vistas and impairment of night skies at Biscayne and Everglades National Parks,
- Loss of important farmland through secondary development impacts thereby leading to land use changes that may frustrate the ability to complete various components of the Army Corps' Comprehensive Everglades Restoration Plan.

For all of these reasons, the Department prefers the Mixed Use alternative as the environmentally preferable alternative of all the alternatives evaluated in the Draft SEIS.

The Air Force's goal is "to dispose of this surplus property in a manner that supports local community plans for economic revitalization of south Florida and protects Biscayne Bay and the nearby national parks." The Department believes that this goal can be best advanced by selecting the Mixed Use Alternative. None of the other alternatives evaluated in the Draft SEIS accomplishes this goal.

Sincerely,

Donald J. Barry
Assistant Secretary
Fish and Wildlife and Parks

South Florida Water Management District

GOV 04-12

002735

February 25, 2000

Ms. Chene Trainor
Florida State Clearinghouse
Department of Community Affairs
2555 Shumard Oak Boulevard
Tallahassee, FL 32399-2100

Dear ~~Ms. Trainor~~ Chene:

Subject: Homestead Air Force Base (SAI #200001040002C)
Draft Supplemental Environmental Impact Statement

In response to your request, South Florida Water Management District (SFWMD) staff has reviewed the Draft Supplemental Environmental Impact Statement (DSEIS) for the above-referenced proposal for consistency with the Florida Coastal Zone Management Program (FCMP)

According to the DSEIS, the proposed action is to transfer the 1,632 acres of surplus property at the former Homestead Air Force Base (HAFB), including the runway, to Miami-Dade County for use as a commercial airport. Alternatives to the proposed action addressed in the DSEIS include conveying the property to other entities, other uses, or keeping the runway area and retaining properties in the caretaker status.

Projects reviewed by the SFWMD pursuant to the FCMP are reviewed for consistency with the provisions of Chapter 373, F.S. (Florida Water Resources Act of 1972, as amended), as well as the programs and regulations developed thereunder. Chapter 373, F.S. authorizes the SFWMD to regulate the withdrawal, diversion, storage, and consumptive uses of water, the construction and operation of stormwater management systems, and work in, on, or over surface waters or wetlands. Chapter 373, F.S. also authorizes the SFWMD to acquire and manage land, to conduct research and investigations into all aspects of water resource management, and to disseminate information relating to the water resources of the state to public and private users.

In addition to the DSEIS, SFWMD staff is currently reviewing an Environmental Resource Permit application (No. 970115-6) for the proposed "beachfront" development at the HAFB. The permit application has been challenged and has been forwarded to the Division of Administrative Hearings (DOAH) for a formal administrative hearing.

Governing Board
Michael Collins, Chairman — Vera M. Carter — Nicolas J. Gutierrez, Jr — Frank R. Finch, P.E., Executive Director
Michael D. Musson, Vice Chairman — Graciela B. Fernandez — Harkley R. Thornton — Michael Slayton, Deputy Executive Director
Mitchell W. Berger — Patrick J. Gleason — Trudi K. Williams — Trevor Campbell, Deputy Executive Director

Mailing Address: P.O. Box 24680, West Palm Beach, FL 33416-4680

Ms. Chene Trainor
February 25, 2000
Page 2

Based on an analysis of the mandatory enforceable provisions and recommended policies of the core FCMP statutes and implementing rules administered by the SFWMD, insufficient information is available at this time for staff to evaluate the consistency of the proposed action and the other redevelopment alternatives with the Florida Coastal Management Program (FCMP) and our Environmental Resource Permit (ERP) rules and criteria.

Please note that the SFWMD is still in the process of formulating substantive comments on the DSEIS. We will provide you with a copy of our comment letter to the Air Force Base Conversion Agency on or prior to their March 7, 2000 deadline for submittal of written comments.

If you have any questions concerning the above, please do not hesitate to contact me at (561) 682-6862.

Sincerely,

James J. Golden, AICP
Senior Planner
Environmental Resource Regulation

/jg

c: Ms. Shirley Curry, AFBCA

002736

Professor Matthew C. Hudson
Tel 1 305 599 9161 Fax 1 305 599 9163
mch@opalocka-airport.org

Scottish Aviation Group LLC
100 Miracle Mile Suite 310
Coral Gables FL
USA 33134-5411

Via Registered Mail Return Receipt Requested

February 27, 2000

Ms Shirley Curry
AFBCA External Affairs
1700 N Moore Street
Suite 2300
Arlington VA. 22209-2802

Dear Ms. Curry,

Scottish Aviation Group is the Manager of Opa-locka Aviation Group LLC ("OAG") which under its previous name (*Stagecoach Aviation OPF*) signed a long term development lease with Miami-Dade County in August 1999. This lease when taken along with the lease of our Joint Venture partner, the Opa-locka Community Development Corporation ("CDC"), comprises approximately 430 acres at Opa-locka Airport and provide OAG and its joint venture with CDC with the right to provide commercial aviation services at the Airport. The Resolutions from the Board of Miami-Dade County Commissioners in July 1999 which approved our lease and linked the OAG and CDC properties together for joint venture purposes, provides in part

".. DIRECTING COUNTY MANAGER TO PRESENT TO THIS BOARD IN SUBSEQUENT PROCEEDINGS .. AN AMENDMENT TO THE COUNTY'S COMPREHENSIVE MASTER DEVELOPMENT PLAN AND AVIATION SYSTEM PLAN THAT WILL PERMIT LESSEE TO CONSTRUCT AND OPERATE A TERMINAL AT SUCH AIRPORT FOR COMMERCIAL JET PASSENGERS AND CARGO; AUTHORIZING AVIATION DEPARTMENT TO TAKE ALL STEPS NECESSARY TO OBTAIN APPROPRIATE FEDERAL AND STATE APPROVALS FOR AIR CARRIER OPERATIONS AT OPA-LOCKA AIRPORT. ."

As experienced investors in aviation and with our major commitments in Miami-Dade County it is clear that we have a vested interest in ensuring that public debate is founded on a clear understanding of the relevant facts. Sadly this is not the case at present and the draft SEIS is partly to blame. Therefore the need for this letter.

We have reviewed the HAFB DRAFT SEIS. There are five technical issues in the document that we wish to address through the public comment solicitation process of the HAFB DRAFT SEIS. Please make these comments a part of the official record of solicited public comment. **Further, we would ask that you direct these matters to the appropriate party for correction in the FINAL SEIS.**

These issues summarized, are as follows

1. The draft SEIS frequently references the "1997 Dade County Aviation System Plan" as a major source of basic information
2. The draft SEIS states that the existing runway system at OPF is inadequate to support a commercial airport.
3. The draft SEIS states that airspace in and around OPF is inadequate to support commercial flights into OPF as a result of MIA to the south and FLL to the north
4. The draft SEIS states that anticipated noise from commercial operations at OPF is such overwhelming concern that a commercial airport at OPF is not possible
5. The draft SEIS states that general aviation is declining in the Miami market

Detailed comment on Draft SEIS

1. *Reliance on the MDAD Draft System Plan*

The draft SEIS makes reference to the "1997 Dade County Aviation System Plan" *No such Plan exists*

A Draft Dade County Aviation System Plan Technical Report (emphasis added) was prepared by Dames and Moore at the request of the County. Not only was the report commissioned and the work initially instructed at a time of great political enthusiasm for the acquisition of HAFB by the County but the draft output was never presented to the County Commission, it did not undergo detailed scrutiny by the Aviation Department's own professional staff and – most tellingly - it was never presented for public or inter-agency scrutiny. Furthermore the raw data presented is well out of date for an SEIS in 2000. 1993 traffic figures are the most recent included in the draft. Presently Dames and Moore have been hired by MDAD (January 2000) to revise this Draft Technical Report with current and corrected data so as to permit its submission to the County for review by staff and public comment preparatory to Board of Commissioners review, amendment if needed, then approval and acceptance as a System Plan. As such, any SEIS reliance on the earlier desk draft seems inappropriate. Only independently verifiable current data from source documents should be utilized for the SEIS.

See ***General Comments*** – below

2. *Opa-locka Runway Length*

- The draft SEIS noted that the runway system at OPF was inadequate for commercial service This statement is clearly incorrect and appears to have been made recklessly without due consideration or research

I suggest the following points

- In terms of simultaneously useable commercial runways the runway system at OPF is approximately 1,500 feet longer than that of Chicago Midway (MDW) (more than 13 million passengers in 1999) and 1,000 feet longer than London Luton which serviced 5 2 million passengers in 1999, an increase of 117% over 1997
- MDW airport and London Luton are both important commercial airports with significant urban and residential components immediately adjacent.
- Whilst OPF runways are not suitable for "heavy" long haul aircraft, they are well suited to all other commercial jets, the newer of which can operate long haul services
- OPF runways are suitable not only for large modern conventional body aircraft (B757, A300 and A320) but also wide body aircraft (B747,767) when not at Maximum Take Off Weight (MTOW) – e.g. Air Force One which has utilized OPF on a number of occasions This means that all non MTOW (both wide and conventional body) passenger services could utilize OPF. It also means that all maintenance activities on all aircraft types can be hosted at OPF

3. *Opa-locka Airspace Limitations*

The draft SEIS notes that the airspace was identified as a limiting factor because of the conflicts with MIA and FLL airspace. Further the draft SEIS says that operating commercial flights at OPF would be dangerous because of the congestion and "cross-over".

I suggest the following points

- Whilst the entire question of South Florida airspace is a technical issue to be addressed (by the FAA on an ongoing basis one presumes), it is absolutely incorrect to make the statements regarding OPF airspace that are made in the draft SEIS
- There are existing flight paths into and out of OPF today These co-exist with FLL and MIA In 1999 these flight paths serviced not less than 117,626 OPF aircraft movements (up 7 6% over '98) - light, medium and heavy propeller fixed wing aircraft as well as rotary wing (USCG and others) and light, medium and heavy jet aircraft.
- The draft SEIS does not document any effort to identify or resolve any perceived airspace "limitations" associated with OPF commercial activity We have however recently met with the appropriate FAA personnel and have been informed that an additional 25 commercial flights per hour or 300

additional commercial flights per day can be accommodated without any need for airspace planning This means almost 110,000 additional commercial operations annually. Moreover there is strong evidence that even more additional flights could be accommodated[1] – noting that these would require some airspace planning which might or might not require moving certain flight paths.
- In the best case, by simply moving 50% of the existing GA movements outside the relevant airspace, e.g to Opa-locka West, the community (Miami-Dade) could host a substantial number of new commercial services at OPF By moving 50% of the slower, lighter, private (non commercial) traffic to another more appropriate facility, the OPF flight path capacity utilized in 1999 plus the existing unused capacity could permit commercial services offering some 12 million arrival/departure seats based on an average Stage 3 aircraft configuration of 70 seats
- The draft SEIS makes a "leap" from stating that airspace is a technical issue as a result of "possible" (but unsubstantiated) crossovers arriving at an implied safety factor Such a leap is not only speculative but incorrect. Such statements do a disservice to the community and discredit the agency making them. Facts are needed – not spin.
- An examination of airports with closely-spaced parallel runways which operate dual approaches (such as those at SFO and LAX, both with only 750 feet of runway separation) demonstrate that such operations are achievable[2] The footnoted web site lists 24 major airports with separations of 4,000 feet or less, thus it is both surprising and unsupportable to state that a 5 mile separation (MIA-OPF) would be deemed a limiting factor The separation for Runway #4 at MIA is 800 feet.
- Based on the existing level of movements at OPF, the existing unused capacity and the advent of new ATC technology – DGPS, LAAS, WAAS - (DGPS has been satisfactorily tested at OPF by Honeywell), it is clear that the statements made in the draft SEIS regarding airspace limitations at OPF are not only incorrect but were made recklessly and without due consideration or research

4. *Airport Noise*

The draft SEIS references the issue of noise at OPF and states that additional noise is the third reason why OPF is not an acceptable location for a commercial runway

I suggest that:

- Such statements relating to this issue in the draft SEIS are subjective not factual. OPF has been active for many years with varying levels of aircraft types and operations At the end of WWII, OPF reportedly serviced the

[1] See KPMG Peat Marwick Final Report 7/88
[2] http //www asc nasa.gov/tap/cspa/casper/skd009 htm

greatest number of annual aircraft movements in the USA. More recently aircraft movements have been increasing again (7 6% in 1999)
- Ruling out a facility as a commercial service airport solely because of subjective and ad hoc perception of noise flies in the face of the various FAA documents that set out guidelines for noise levels, mitigation activities, noise abatement, etc.
- Under the draft SEIS a completely different treatment is extended to the Homestead location - see page 4 5-20 lines 26 through 33 and 41 to 44, and page 4.5-21 lines 10 - to 32 inclusive.
- Whilst it is true that the no local community wants more noise - whether generated by aircraft, heavy trucks or intrusive industrial processes - there are procedures to research the types and levels of perceptible noise currently occurring as well as that which might be generated as a result of commercialization of the airport in accordance with the appropriate controls and modification of the existing use parameters – this approach is recognized in the draft SEIS re HAFB and Noise.
- It is our firm opinion based on our lengthy study of the situation that OPF can become a commercial reliever airport without detracting from the present quality of life or harming current property values in Opa-locka, Miami Lakes and Hialeah
- The draft SEIS statements regarding noise at OPF are inappropriate, unproven and were likely to have been proven incorrect as a result of fairly rudimentary research I would be happy to assist in that task
- The draft SEIS at page 4 5-20, lines 26 through 33 and 41 to 44; and page 4 5-21, lines 10 - to 32 inclusive makes a number of correct statements, most of which are also relevant to Opa-locka Airport. I suggest that the SEIS delete all other OPF noise references and apply the same wording/rationale to OPF – except for the points relating to national parks and refuges.

5. *General Aviation Aircraft Operations*

The draft SEIS states that GA is on the decline in Miami-Dade. This is once again incorrect. Current numbers retrieved from the Miami-Dade Aviation Department February 3, 2000 prove that whilst some of the aircraft at OPF and TMB were destroyed by hurricanes and tornadoes during the 1990's, the numbers of based aircraft and operations - at both airports - have increased since 1997 OPF 1999 increase – 7.6%, TMB 1999 increase – 9.1%

General Comments

- The most recent authoritative study of airport options in Miami-Dade was performed for the County by KPMG Peat Marwick with the Final Report issued in July 1988
- This study "was initiated, in part, to meet the recommendations of a special team appointed by Governor Bob Graham". This study included exploration of the "potential use of Homestead Air Force Base."

- It seems bizarre that the drafters of the present Draft SEIS did not read this study – or having read it, chose to ignore its technical data.
- The Final Report points out that as to OPF.
  - "Opa-locka Airport has the highest capacity and annual service volumes of the DCASP airports – the weighted average capacity is 243 aircraft operations per hour, and the ASV is 542,000 aircraft operations per year."
  - "Overall the airspace/ATC interactions with Miami International Airport, given the runway uses described above, would be minor. Vertical separation would be required but would not result in delays."
- Since the time of the Final Report in 1988 the second runway at OPF has been extended and various MIA/OPF ATC improvements have been made that extend the operational envelopes for OPF's runways 9L/27R and 12/30.

Requested Action

I am requesting that: (a) a general statement be made explicitly removing the "either/or" linkage of OPF and Homestead AFB[3]; (b) a specific statement be made pointing out the correct facts regarding the OPF runway infrastructure and airspace capacities; (c) no statements be made regarding noise at OPF beyond those made herein or currently made in the SEIS with regard to Homestead AFB, (d) any incorrect or unsubstantiated references to Opa-locka Airport be amended or removed from the SEIS including, without limitation, the below noted references to the Draft SEIS

DRAFT SEIS Volume 1: Chapters 1 through 9

Page	Line	Subject matter for amendment
2.7-2	33 through 47	OPF Limitations
2 7-3	1 through 5	OPF Limitations
3.4-4	21 through 30	GA volumes
3.4-9	Table 3 4-3	GA volumes

DRAFT SEIS Volume II Appendices

1-10		GA volumes
1-12/13		GA, Based aircraft
4-8	Table 4-8	OPF-West, aircraft operations
4-11		OPF Flight Path
		Runway adequacy
		Environmental and community impact

[3] **Homestead AFB** has an important and specialized role to play in the future economic growth of the County This function (anchoring and serving logistically based electronics suppliers) would create tens of thousands of well paid jobs Other examples of such airports exist – one of which was owned and developed in such a way by the undersigned This role cannot be fulfilled by any other aviation facility in South Florida Although neither the County nor HABDI have yet presented this possibility for public scrutiny the adverse developmental and operational impacts would be greatly reduced and the beneficial economic impacts maximized

The numerous errors in the draft SEIS that pertain to Opa-locka Airport have damaged the interests of Opa-locka Aviation Group LLC This damage will extend to the economic prospects of Miami-Dade County should the proper facts not be properly presented in the Final SEIS I would appreciate your confirmation that these matters will be dealt with and suggest that the undersigned be given sight of the relevant passages of the SEIS before they are finalized Should you have any questions or need further clarification regarding these comments, please contact me at 305 569 9161

Sincerely,

Professor M C Hudson CRAeS

cc. Robert A Kelly, Senior Scientist, SAIC

7

002737

United States Department of the Interior

OFFICE OF THE SECRETARY
OFFICE OF ENVIRONMENTAL POLICY AND COMPLIANCE
Richard B Russell Federal Building
75 Spring Street, S W.
Atlanta, Georgia 30303

February 28, 2000

ER-00/53

John J Corradetti, Jr.,
Acting Deputy Director
AFBCA/EX, Homestead SEIS
1700 North Moore St., Suite 2300
Arlington, VA 22209-2802

Dear Mr Corradetti

This is a follow-up to the Departmental letters dated February 18, 2000, and February 1, 2000, on the Draft Supplemental EIS for the proposed transfer of airfield and airfield-related properties at the former Homestead AFB, Florida

The Department of the Interior understands that a "Section 4(f) Determination" is underway per Section 4(f) of the Department of Transportation Act For reasons outlined in the Department's letters, we believe the FAA should conclude under Section 4(f) that the proposed action would constitute a constructive use of National Park Service lands The Department is available to work with the FAA on this critical issue at the appropriate time

Thank you for the opportunity to provide this additional comment If you have questions, please give me a call at 404/331-4524

Sincerely,

James H. Lee
Regional Environmental Officer

002738

February 29, 2000

For the Attention of Colonel Wolffe
Asst Secretary of the Air Force

As a former resident of the Washington area, I am aware how scarce any information on Florida is available, therefore I am forwarding to you just a few of the articles that may interest you regarding your decision on Homestead AFB

Nothing pleases me more than to finally see our Investigators cleaning up the corruption in this town. Decisions were made based on the almighty dollar, never what is good for the community & people, or what is good for America & patriotic. I've been here long enough to see Beautiful, Tropical, pristine areas turn into ugly slummy warehouse & Business districts. It would be a pity to see Homestead suffer the same. Also we do not need a cargo airport there when we are surrounded on all sides by water with an active port(s) which I understand activity is down this year. Any project, other than a cargo airport, would be more Beneficial to the area than a dirty, slummy, smelling cargo airport Don't let these politicians, Lobbyist, etc bamboozle you too Thank you.

Pauline K. Mann
4925 S.W 149 Court #G
Miami, FL 33185

Pauline Mann

Patriotism lost

I applaud Evie Maheras's Feb. 5 Saturday Speakup letter, *Students aren't taught respect for country*, about "voter apathy," and how America is losing its patriotism.

I was at the Orange Bowl Parade with my family. As the color guard passed, we stood in respect of the flag. It was depressing to see all the people who didn't. It's abhorrent that it is our constitutional right to spit on, step on or burn our flag. Respect for America and our flag must be emphasized more in our schools.

It's a shame that Americans cannot be as proud and enthusiastic about their flag as Cuban Ame[illegible]

Corruption 101

It was interesting to read the Feb. 9 Readers' Forum letter, *Much is being done to clean up the government*, by Miami-Dade Mayor Alex Penelas and Commission Chairwoman Gwen Margolis, which cites their success in eliminating fraud and corruption in county government. I was surprised to hear that 28,000 county employees had completed ethics training. Unfortunately, our prime problem seems to be corruption.

A Feb. 9 Herald article disclosed the arrests of 11 county employees and others for insurance fraud. They are responsible for $807,266 in false billings to Miami-Dade County's self-insurance fund.

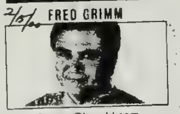
Swift prosecution of all suspects implicated in this and similar scams involving the seaport and airport is vital.

Dishonesty never will be eliminated completely, but it certainly can be reduced by lengthy jail sentences.

ARTHUR H. BANT
Miami

COMMENTARY

2/5/00 FRED GRIMM



fgrimm@herald.com

Influence peddlers must be wailing

Even as the mayor spoke on the phone of the corrosive influence of lobbyists on local government, a long, loud, miserable wail filled his office.

Must be the unhappy squeals of the influence peddlers, I figured. Fort Lauderdale Mayor Jim Naugle has joined a chorus of South Florida reformers who would take much of the freewheeling, unaccountable fun out of lobbying.

Turns out the cries came from Naugle's 2-year-old daughter, Rachel, but I suspect her lamentations captured the mood of the lobbyists who lately find their regimes under attack from judges, prosecutors, grand juries. And, more astounding, from some elected officials like Naugle and Miami-Dade Commissioner Jimmy Morales.

Naugle, in his State of the City speech, championed an ordinance that would require lobbyist registration, clarifying who twists which arm for what developer.

THREATENING THE SYSTEM

Last week, the Miami-Dade County Commission voted 9-0 to require lobbyists to report in detail how much they spend to ramrod county deals. Morales champions an even more revolutionary proposal — banning campaign contributions from those doing business with Miami-Dade County — threatening the very system that has made county government such an astounding, corrupt, lucrative mess.

Lobbyists have long suffered a certain whispered disrepute in South Florida, where they've become the equivalent of Third World fixers, a necessary and expensive link between the business world and local government. But lately the whispers have become loud and not very subtle.

Last fall, federal administrative law Judge Herbert Grossman railed about influence mongers who have become mandatory expenses for anyone doing business with the Broward County Commission. "It is the taxpayers and residents of Broward County who are victims of a system in which municipal contracts are surreptitiously awarded on the basis of influence, rather than merit, and fees paid by the county are inflated by lobbyists' commissions."

Then last month, a grand jury lashed out at a similarly tainted system in Miami-Dade County. The jurors, with undisguised disgust, noted the sacred link between county deals and certain lobbyists — and campaign contributions and those same lobbyists.

"Our examination has resulted in the strong belief that the specter of the Gatekeeper Lobbyist is largely responsible for much of the public's current perception that government contracts are being rewarded to a few privileged companies or individuals," jurors said.

REALM OF 'OBSCENE'

Lobbyists, so adept at corralling campaign contributions from their clients, deliver such massive amounts to incumbents in both counties that would-be challengers are cowed from the fight. Even some lobbyists are abashed. Lobbyist Dusty Melton testified before the grand jury that "fund raising by some lobbyists has gone beyond prodigious and into the realm of the obscene."

And now comes Joseph Centorino, chief of the public corruption unit in the Miami-Dade state attorney's office, urging reform, warning that campaign contributions are not flowing from business interests "because they are interested in good government."

Another miserable wail resonates across South Florida. This time, I don't think it's coming from the mayor's daughter.

UP

JOHN S. KNIGHT (1894-1981)

ALBERTO IBARGÜEN PUBLISHER • TOM FIEDLER EDITORIAL PAGES EDITOR • MARTIN BARON

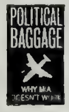
EDITORIALS

A CLEAR DIRECTION FROM PANEL

FOR GOVERNING MIAMI INTERNATIONAL AIRPORT

First, a resounding Thank You! to members of the blue ribbon panel appointed by Metro-Dade County Mayor Alex Penelas to find a better way to run Miami International Airport. These dedicated folks dealt straight on with a problem that has a profound impact on this community.

The panel's recommendation that an independent, appointed authority be created to run MIA provides a clear direction for the county. Its plan is the best way to ensure efficiency, professionalism and the attitude that customers — the air carriers and passengers — come first.



There is no guarantee that any form of governance can avoid the twin pitfalls of political meddling and special interest influence. But the risk of such mischief is far less under the authority proposed than with the present system. The Miami-Dade County Commission — despite the best intentions of many commissioners — has proved itself ill suited to run MIA in a manner free of politics and cronyism. Together commissioners who are not in league with powerful, entrenched lobbyists haven't been able to overcome the majority's habit of tinkering with contracts, delaying bid awards and micromanaging operations to throw business to their pals.

Therefore the blue-ribbon panel was right to recommend that the governor have the controlling number of appointments to the nine-member authority it proposes. To keep the governor from simply appointing five political supporters, the panel recommends that the list of nominees be chosen by local business leaders. Two names would be submitted for each seat, and the governor would have to select from that list. The panel, recognizing the realities of a commission already resistant to losing its grip on MIA and the powers of the executive mayor, tipped its hat to the elected officials by recommending that three authority members be appointed by the commission and one by the mayor.

This is a sensible, workable plan. Does it have any chance of becoming reality? Yes, with these crucial elements. First, it needs Mayor Penelas's strongest endorsement and full-scale backing. And he needs those same things from the business community, from MIA's air carriers and cargo shippers and from voters.

BUSINESS MUST LEAD

The Greater Miami Chamber of Commerce and the other local chambers are going to have to be front and center on this. They — and groups such as the Alliance for Ethical Government, the Greater Miami Aviation Association and other business and professional organizations with a vested interest in this community's economic well-being — are going to have to mount an irresistible campaign to give MIA independent, professional oversight.

For members of the blue-ribbon panel, this means their job isn't over. They now know more about airports and airport governance than they ever thought they would. They have a big investment — their time and commitment — in seeing their efforts not go for naught. So the panel must keep the pressure on the mayor and the public to get things running right at MIA.

TAKE BACK BAYFRONT PARK

TRUST IS UNDER FEDERAL INVESTIGATION

Creating a semi-autonomous agency to run events in downtown Miami's Bayfront Park may once have been a splendid idea when City Hall was rife with fiscal problems. But now the situation has reversed. Mayor Joe Carollo wants the city to consider putting the Bayfront Park Management Trust out of business permanently. He's right.

City auditors and federal investigators found mismanagement that the trust's own auditor, board of directors and then-Commissioner J.L. Plummer, who headed the board, ignored or slept through. The trust gets city funds to manage the city-owned park and collects revenue from events. But it gives the city no payment in return and, until last year, had no oversight from City Hall and little from its own board — a formula for serious mischief.

City auditors, brought in last year after the trust couldn't explain away a $400,000 deficit, found that the agency awarded fat contracts without bids and spent tens of thousands of dollars on concert tickets, sports events and meals at fancy restaurants. Its well-paid executive director, Ira Marc Katz, also apparently dipped into the trust's cash box, reimbursing it months later. He was suspended with pay.

The U.S. attorney mustn't hesitate to bring charges if criminality is found.

Commissioners did well Thursday in naming Christina Abrams, the able director of such facilities as the Orange Bowl and the Knight Center, to oversee Bayfront's operations. They should soon take the next logical step: Shut down the trust, thus removing one more overly tempting political plum from Miami's plate.

EDITORIALS

BREAKING THE TIES THAT BIND

LOBBYISTS AND COUNTY POLITICIANS

Among the many necessary reforms recommended last week in the Miami-Dade County Grand Jury's report, none is more important to stemming corruption at County Hall — or the perception of it — than breaking the links that lobbyists have with the mayor and commissioners.

These lobbyists are every politician's friend and ally during campaign season, raising money for them and their pet causes. Then the lobbyists come back around after the election pitching on behalf of private clients who want public money. A *quid pro quo*?

The commissioners and Mayor Alex Penelas must change the rules that govern their relationships with these lobbyists and anyone else who seeks public favor. As a first step, the commission and the mayor should be removed from direct involvement with procurement processes, as the grand jury recommends, especially at the airport and seaport. If commissioners can't award contracts, lobbyists won't woo them.

Miami-Dade also must adopt lobbying disclosure rules that put every facet of this relationship under a white-light of public visibility. As the grand jury noted (see the Verbatim below) registration requirements for lobbyists are inadequate. They don't always say for whom they are beseeching an official or an aide. The expenses a lobbyist incurs on behalf of clients should be linked to the specific client involved, too. Disclosure forms for county lobbyists are too general in both areas.

Lobbyists should have to disclose the fees earned for helping a client obtain public money. So-called "success" fees — the lobbyist gets paid a bonus only if he wins the contract — are banned because they too easily tempt lobbyists to split the fee with the politician.

Yet lobbyists get around that by demanding a percentage of the client's business or by saying they're an "investor" in the firm — but they've put up no money for that privilege. When public money is at stake, the public has the right to know how it's being obtained, by whom and how much was spent to get it.

Miami-Dade County should adopt a rule used by Los Angeles. There, entities with government contracts must disclose annually how much they spend to get and keep contracts, too. That means how much they paid to lobbyists on retainer and other related costs. This dual disclosure creates easily followed money trails.

The grand jury wisely recommends that lobbyists be prohibited from fund-raising for commissioners or the mayor beyond single individual contributions, now capped at $500. It also asks that elected officials be required to report all "who conduct fund-raising efforts on their behalf." Commissioner Jimmy Morales proposes that if a lobbyist has raised money for a winning candidate, then he or she can't later lobby that person. Good ideas, all, that don't infringe on an individual's free speech rights.

If county politicians can't find the will or good sense to impose these reforms, then Gov. Jeb Bush and the Legislature should. It's time to clean house.

VERBATIM

'Awful lot of smoke'

The Miami-Dade County Grand Jury looked at all aspects of the county's procurement process. What follows are excerpts of its observations about lobbyists:

"We do not think that the use of lobbyists [for providing expert information to commissioners] is the spark behind the current controversy. Rather, it is the message *presumed* to be delivered along with this information, or in its stead, that lies at the heart of this mistrust. If the lobbyist is a major campaign fundraiser for an elected official, then this message must be for the contract to be awarded to their client as a *quid pro quo* for the funds that were raised in the past or would be raised in the future. . .

"Using simple mathematics, the number of lobbyists one needs to hire would be governed by the number of votes needed to win the contract. Some, wanting even more assurance of victory, would hire many other lobbyists just to make sure the other side could not. The result would be teams of lobbyists swarming the large contracts, adding their fees to the costs the county will pay and tilting the selection process.

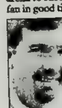
"[W]e must confess that there certainly seems to be an awful lot of smoke surrounding this issue. Certainly, the practice of hiring large armies of lobbyists when seeking the award of a county government contract is an established fact. . . If hiring a lobbyist is not based upon the belief that a commissioner's vote is related to that hiring, then why hire so many? . .

"Many of the registrations for lobbyists did not identify the contract for which they were lobbying. In other instances, the registration information itself was incomplete. Still others did not clearly identify the name of the party seeking the contract nor was there any linkage between that contract and the lobbyist registration . . ."

"Our examination has resulted in the strong belief that the specter of the *Gatekeeper Lobbyist* is largely responsible for much of the public's current perception that government contracts are being rewarded to a few privileged companies or individuals. We also believe that the primary responsibility for the abatement of this perception must lie . . at the feet of the elected officials. A number of witnesses describe, and many elected county officials readily admit that they regularly socialize with and are regularly seen with lobbyists. . . our public officials should exercise great care to avoid the appearance of professional closeness. A perception supported perhaps by allowing a lobbyist to regularly 'camp out' in their government offices, using their office telephones, or even being regularly seen with them during the course of their official business.

"We realize that this caution may seem to unfairly presume unethical behavior when none in fact exists. But if the crisis of confidence in government is to be overcome, who better to take the extraordinary measures needed than the ones entrusted with our government itself?"

Arena has yet to keep its promises



GREGG FIELDS

COMMENTARY

Once again, South Florida is letting tarnish ruin what should be an economic crown jewel.

I refer to the spanking new AmericanAirlines Arena.

I confess: I'm prejudiced.

To wit, I badly want this arena to succeed. I am a Heat fan in good times (last week's trouncing of Detroit) and in bad (the drubbing by Indiana two nights before.) This year, I saved and bought season tickets. The seats are high enough to scare a Wallenda and the cost requires me to fast on Thursdays. But no matter. I could lose a few pounds.

The arena needs to be special, because we Miamians too often pin our hopes on things that ultimately come up empty. Like the Omni Mall, the old arena and the city's coffers.

Visually, its neonish exterior is a big improvement. The old arena's architectural style borrowed too heavily from Costco.

The lights are so bright they can almost blind you. That's a good thing. You can't see the surrounding urban blight.

Since I work close by, I park at the office and walk over.

Big mistake. It requires crossing the entry ramp to MacArthur Causeway. The crosswalk, in most cities, would give walkers right-of-way. This being Miami, drivers use the lines like cross hairs to take aim at pedestrians.

The freeway traversed, you'll be in lovely Bicentennial Park, so named, perhaps, because there is 200 years worth of trash to be picked up. City fathers apparently forgot to pay the park's light bill, so it can be hard to spot. The foolproof method: Roll down your window and sniff until the gagging reflex kicks in.

Unlike many urban playgrounds, Bicentennial Park is inhabited, the residents nightly hosting a festive pajama party.

The Marlins want to build a baseball stadium on the park to complement the nearby arena. Something tells me John Rocker won't like playing there.

But others want to preserve the park's greenery. Apparently they mean the slime growing from the sewage overflow.

Those who must park near the arena have it worse. Fortunately, anger over the cost of parking quickly fades when you pay for food inside.

Someone tell me: Where?

Where is the economic revitalization that this and the previous arena were supposed to bring downtown? Where are the jobs that would spill over into the rest of downtown? Where is the accountability of the people who told us this arena was a win/win for the team and the city?

The Heat, it would appear, is clearly driving toward the playoffs. But in the court of public opinion, its new home is yet to score.

e-mail: gfields@herald.com

OTHER VIEWS

SUNDAY, FEBRUARY 13, 2000 www.herald.com

Flushing out corruption in Miami

In light of those multiple scandals, the toilet seems an appropriate place for police to have found Vikas Surana.

CARL HIAASEN

Let an independent authority run MIA

MICHAEL LEWIS

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
Southeast Regional Office
9721 Executive Center Drive N.
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(727) 570-5317, FAX 570-5300

002739

March 1, 2000 F/SER4:MJ:am

Mr. John J. Corradetti, Jr.
Department of the Air Force,
Air Force Base Conversion Agency
Homestead SEIS, AFBCA/EX
1700 North Moore Street, Suite 2300
Arlington, Virginia 22209-2802

Dear Mr. Corradetti:

The National Marine Fisheries Service (NMFS) has reviewed the Draft Supplemental Environmental Impact Statement (SEIS) dated December 28, 1999, for the proposed transfer of 1,632 acres of airfield and airfield-related properties at the former Homestead Air Force Base (HAFB), Dade County, Florida. The proposed action is the Miami-Dade County proposal for a commercial airport, which would function primarily for scheduled air passenger services. Due to concerns for secondary impacts to adjacent estuarine habitats, the NMFS does not recommend the proposed action of building a new commercial airport. The no action alternative or an alternative that would not encourage significant secondary development, would better maintain the environmental quality of Biscayne Bay and Biscayne National Park (BNP).

NMFS is concerned that the commercial airport could result in primary and secondary impacts to living marine resources for which we are responsible. Biscayne Bay, designated as an Outstanding Florida Water, is located approximately 1.5 miles east of the former HAFB. This close proximity to such a unique ecosystem demands particular emphasis in preserving the water quality of the associated mangrove swamps, salt marsh wetlands, seagrasses, hard bottom habitats, and coral reefs. Biscayne Bay is identified as Essential Fish Habitat (EFH) by the South Atlantic Fishery Management Council (SAFMC) and the NMFS for Federally managed species. As such, it is subject to the EFH consultation requirements of the 1996 amendment to the Magnuson-Stevens Fishery Conservation and Management Act (MSFCMA). Fishery management plans (FMP) have been prepared by the SAFMC for shrimp, red drum, snapper/grouper, Spanish mackerel, and spiny lobster. The NMFS also has developed an applicable FMP for sharks. Managed shark species which are known to occur in Biscayne Bay include nurse, bonnethead, lemon, bull, and black tip sharks. EFH for one or more of the Federally managed species and their various life stages (eggs, larvae, juveniles, adults) could be adversely affected by the proposed action. The categories of EFH found in the project area include seagrasses, estuarine mangroves, intertidal flats, estuarine water column, live/hard bottoms, and coral reefs. Seagrass habitat is defined by the SAFMC as an EFH Habitat Area of Particular Concern for postlarval and juvenile shrimp and red drum, and juvenile gray snapper. The SEIS should address the EFH concerns. For your information, we enclose a pamphlet describing the new EFH provisions of the MSFCMA and the consultation process initiated by NMFS rulemaking.

The development on the former HAFB would increase the amount of impervious surface, resulting in increased stormwater, nutrient, and chemical inputs to the bay. Stormwater runoff and groundwater flows from the proposed commercial airport could increase to 43 percent and 13 percent, respectively, over the current baseline by 2015. Protecting the water quality of BNP is of critical importance. Therefore, NMFS is pleased to see the emphasis placed on implementing a Surface Water Management Master Plan to reduce the threat of increased stormwater runoff and its contaminants from flowing into the bay from the airport. However, because this plan pertains only to the airport, similar plans should be required for any off-site secondary development to avoid the potential increase in contaminant discharges from the Princeton and Mowry canals.

Off-site development for the proposed action is considerably greater than for any other proposed alternative. In addition to the development of 1,632 acres on the former HAFB, secondary development from the commercial airport could add another 2,000 acres by 2015. Estimates of growth from the proposed action could be as high as 20,000 acres. Loss of undeveloped buffer land between the former HAFB and Biscayne Bay would exacerbate urban encroachment adjacent to BNP and threaten water quality by increasing stormwater runoff into the bay. Because of this, implementation of the buffer area between the park and the former HAFB is critical for protecting coastal resources. In light of the inclusion of a possible second runway mentioned in the Airport Layout Plan, the designation of the buffer area is particularly critical. A second runway, if constructed, would require about 1,060 additional acres that includes wetlands and other habitats identified as important to Federally managed species.

The NMFS failed to find any reference in the text to the bottlenose dolphin as part of the open-water community in Biscayne Bay (and it is not listed in Table G-1). There is a resident population of bottlenose dolphins (a species protected under the Marine Mammal Protection Act) in Biscayne Bay and this must be considered in the SEIS.

An impact of the proposed action that also was not considered in the SEIS is the potential for the commercial airport, with cargo and passengers likely arriving from foreign countries, to serve as another source of introduction of nonindigenous species into South Dade County. South Florida as a whole is a "hot spot" of exotic species, both plants and animals. One of the major reasons for this is the high volume of passenger and cargo traffic into Miami International Airport and its secondary development of flower importers, exotic animal dealers, etc., coupled with the lack of adequate staff and funding for a satisfactory level of inspection. The first records of many exotic species, including agricultural pests, come from the vicinity of Miami. If some (or much) of this business moves to Homestead, it is an additional ecological and economic threat to the area, including South Dade agriculture, and must be considered in the SEIS.

While unrelated to fisheries, NMFS scientists with direct knowledge of the project area have noted that except for consideration of a couple of shorebirds that are Federally or state listed, and mention of a couple wintering raptors, the SEIS does not give sufficient consideration to the importance of the region of influence as wintering habitat for birds. The emphasis on summer data from the Breeding Bird Survey gives a somewhat distorted view of the bird community. For example, because the "southeastern" American kestrel is listed, the SEIS emphasizes the fact that it was not found in June or July on HAFB, but a reader must search Appendix G to find that the "northern" American kestrel is common on the base during the winter. Also, Table 3.11-8 lists only migrant land birds. There is no comparable table for shorebirds or water birds that pass through or winter in the area.

Lastly, several minor errors should be corrected on page 3.11-14. Specifically, the "marine" toad should be deleted from line 32. It is the same as the "giant" toad in line 33. The exotic *Bufo marinus* is commonly called the "giant marine toad." Also in line 33, the brown "anole" should be brown "anole."

We appreciate the opportunity to provide these comments. If we can be of further assistance, please advise. Related comments, questions, or correspondence should be directed to Mr. Michael R. Johnson in Miami, Florida, at 305-595-8352.

Sincerely,

Andreas Mager, Jr
Assistant Regional Administrator
Habitat Conservation Division

Enclosure

cc:
EPA, WPB
DEP, WPB
FFWCC, Tallahassee
FWS, Vero Beach
F/SER4
F/SER43-Johnson
F/SEC - Goodyear
SAFMC

Essential Fish Habitat:

New Marine Fish Habitat Conservation Mandate for Federal Agencies

National Marine Fisheries Service
Habitat Conservation Division
Southeast Regional Office
9721 Executive Center Drive North
St. Petersburg, FL 33702
727/570-5317

February 1999
(revised 7/99)

Executive Summary

The 1996 amendments to the Magnuson-Stevens Fishery Conservation and Management Act (MSFCMA) set forth a new mandate for the National Marine Fisheries Service (NMFS), regional fishery management councils (FMC), and other Federal agencies to identify and protect important marine and anadromous fish habitat. The EFH provisions of the MSFCMA support one of the Nation's overall marine resource management goals - maintaining sustainable fisheries. Essential to achieving this goal is the maintenance of suitable marine fishery habitat quality and quantity. The FMCs, with assistance from NMFS, have delineated "essential fish habitat" (EFH) for managed species. As new FMPs are developed, EFH for newly managed species will be defined as well. Federal action agencies which fund, permit, or carry out activities that may adversely impact EFH are required to consult with NMFS regarding the potential effects of their actions on EFH, and respond in writing to NMFS or FMC recommendations. In addition, NMFS and the FMCs may comment on and make recommendations to any state agency on their activities which may effect EFH.

On December 19, 1997, interim final rules were published in the Federal Register (Vol. 62, No. 244) which specify procedures for implementation of the EFH provisions of the MSFCMA. These rules address, in detail, the coordination, consultation, and recommendation requirements of the MSFCMA. Measures recommended by NMFS or an FMC to protect EFH are advisory, not prescriptive.

Within the area encompassed by the NMFS Southeast Region, EFH has been identified for hundreds of marine species covered by 20 fishery management plans (FMPs), under the auspices of the Gulf of Mexico, South Atlantic, or Caribbean FMC or the NMFS. Generic FMP amendments delineating EFH for species managed by the three FMCs were completed in early 1999.

Wherever possible, NMFS intends to use existing interagency coordination processes to fulfill EFH consultations for Federal agency actions that may adversely affect EFH. Provided certain specifications are met, EFH consultations will be incorporated into interagency procedures established under the National Environmental Policy Act, Endangered Species Act, Clean Water Act, Fish and Wildlife Coordination Act, or other applicable statutes. If existing processes cannot adequately address EFH consultation requirements, appropriate new procedures should be developed in cooperation with the NMFS. Programmatic consultations may be implemented or General Concurrences may be developed when program or project impacts are individually and cumulatively minimal in nature. Moreover, NMFS will work closely with Federal agencies on programs requiring either expanded or abbreviated individual project consultations. An effective, interagency EFH consultation process is vital to ensuring that Federal actions are consistent with the MSFCMA resource management goals.

Essential Fish Habitat:

New Marine Fish Habitat Conservation Mandate for Federal Agencies

Introduction

This document has been prepared by the Southeast Regional Office of the National Marine Fisheries Service (NMFS) to provide an overview of the Essential Fish Habitat (EFH) provisions of the Magnuson-Stevens Fishery Conservation and Management Act (MSFCMA) and implementing rules This primer provides a brief legislative and regulatory background, introduces the concept of EFH, and describes consultation requirements Consistent with elements of the NMFS s National Habitat Plan, Strategic Plan, and Habitat Conservation Policy, this document is intended to provide a mechanism for information exchange, foster interagency discussion and problem-solving, and enhance communication and coordination among the NMFS, regional fishery management councils (FMC), and affected state and Federal agencies Ultimately, improved interagency coordination and consultation will enhance the ability of the agencies to sustain healthy and productive marine fishery habitats

Legislative and Regulatory Background

The 1996 amendments to the MSFCMA (excerpted at Appendix 1) set forth a new mandate to identify and protect important marine and anadromous fisheries habitat The FMCs, with assistance from NMFS, are required to delineate EFH in fishery management plans (FMP) or FMP amendments for all Federally managed fisheries Federal action agencies which fund, permit, or carry out activities that may adversely impact EFH are required to consult with NMFS regarding potential adverse effects of their actions on EFH, and respond in writing to NMFS and FMC recommendations In addition, NMFS is directed to comment on any state agency activities that would impact EFH

The purpose of addressing habitat in this act is to further one of the Nation's important marine resource management goals - maintaining sustainable fisheries Achieving this goal requires the long-term maintenance of suitable marine fishery habitat quality and quantity Measures recommended to protect EFH by NMFS or a FMC are advisory, not prescriptive An effective EFH consultation process is vital to ensuring that Federal actions are consistent with the MSFCMA resource management goals

Guidance and procedures for implementation of the 1996 amendments of the MSFCMA were provided through interim final rules established by the NMFS in 1997 (50 CFR Sections 600 805 - 600 930) These rules specify that FMP amendments be prepared to describe and identify EFH and identify appropriate actions to conserve and enhance those habitats In addition, the rules establish procedures to promote the protection of EFH through interagency coordination and consultation on proposed Federal and state actions

EFH Designation

The MSFCMA requires that EFH be identified for all fisheries which are Federally managed This includes species managed by the FMCs under Federal FMPs, as well as those managed by the NMFS under FMPs developed by the Secretary of Commerce Applicable FMP authorities, along with some of the species covered by those FMPs, are listed in Appendices 2 - 5 for the major ecoregions of the NMFS Southeast Region Species listed are those for which data were adequate to define and map EFH The listed species under each FMC's authorities collectively occur throughout the areas managed by the respective FMCs, therefore, inclusion of species for which life history data are limited would not encompass a greater geographic area Note that Appendix 3 lists species managed by the South Atlantic FMC, as well as some species managed by the Mid Atlantic FMC for which EFH has been identified to extend into the South Atlantic area

EFH is defined in the MSFCMA as " those waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity " The rules promulgated by the NMFS in 1997 further clarify EFH with the following definitions waters - aquatic areas and their associated physical, chemical, and biological properties that are used by fish and may include aquatic areas historically used by fish where appropriate substrate - sediment hard bottom, structures underlying the waters, and associated biological communities necessary - the habitat required to support a sustainable fishery and the managed species' contribution to a healthy ecosystem, and spawning, breeding, feeding, or growth to maturity - stages representing a species' full life cycle EFH may be a subset of all areas occupied by a species Acknowledging that the amount of information available for EFH determinations will vary for each species, the rules direct the FMCs to use the best information available and to be increasingly specific and narrow in their delineations as more refined information becomes available

The areas designated as EFH by the Gulf of Mexico, South Atlantic, and Caribbean FMCs are generalized in Appendix 6 Additional sources of information, useful for preparing EFH assessments, and to further one's understanding of EFH designations and Federally managed fishery resources are available through the NMFS and FMCs Appendix 8 provides citations for published Fishery Management Plan amendments and identifies websites containing information on the MSFCMA, the NMFS interim final rules for the implementation of EFH designation and consultation provisions, and data on specific managed fisheries and associated habitats. NMFS and FMC points of contact are identified in Appendix 9

The rules also direct FMC's to consider a second, more limited habitat designation for each species in addition to EFH Habitat Areas of Particular Concern (HAPCs) are described in the rules as subsets of EFH which are rare particularly susceptible to human-induced degradation, especially ecologically important, or located in an environmentally stressed area In general, HAPC include high value intertidal and estuarine habitats, offshore areas of high habitat value or vertical relief, and habitats used for migration, spawning, and rearing of fish and shellfish Areas identified by each of the three southeastern Fishery Management Councils as HAPC are presented in Appendix 7 For a complete description of designated HAPC's the reader should reference the appropriate FMP amendment HAPC's are not afforded any additional regulatory protection under the MSFCMA, however, Federal actions with potential adverse impacts to HAPCs will be more carefully scrutinized during the consultation process and will be subject to more stringent EFH conservation recommendations

Designating the boundaries of EFH has taken careful and deliberate consideration by the FMCs The effort to identify and delineate EFH in the various fishery management plans was a rigorous process that involved numerous state and Federal agencies and the public at large The Gulf of Mexico, South Atlantic, and Caribbean FMCs have produced a generic management plan amendment to designate EFH for all fisheries managed by each FMC For general planning purposes, Figures 1 - 3 depict boundaries as a consolidation of all identified EFH within the Southeast Region of the NMFS Reference should be made to each of the FMP amendments for a species-specific descriptions of EFH.

Besides delineating EFH, the FMP amendments produced by each of the three councils identify and describe potential threats to EFH, which includes threats from development, fishing, or any other sources. Also identified are recommend EFH conservation and enhancement measures FMCs are required to implement management measures to minimize, to the extent practicable, any adverse impacts to EFH caused by fishing gears Guidelines used in the development of EFH amendment sections for each of these issues are included in the EFH rules

EFH Consultations

In the regulatory context, the most important provisions of the MSFCMA for conserving fish habitat are those which require Federal agencies to consult with NMFS when any activity proposed to be permitted, funded, or undertaken by a Federal agency may have adverse impacts on designated EFH The consultation requirements in the MSFCMA direct Federal agencies to consult with NMFS when any of their activities may have an adverse effect on EFH The EFH rules define an adverse effect as "any impact which reduces quality and/or quantity of EFH. .[and] may include direct (e.g., contamination or physical disruption), indirect (e.g., loss of prey, reduction in species' fecundity), site-specific or habitat wide impacts, including individual, cumulative, or synergistic consequences of actions."

The consultation provisions have raised some concern among Federal action agencies regarding potential increases in workload and the regulatory burden on the public NMFS has addressed these concerns in the EFH rules by emphasizing the use of existing environmental review processes and time frames Provided the specifications outlined in the rules are met, EFH consultations will be incorporated into interagency procedures previously established under the National Environmental Policy Act, Endangered Species Act, Clean Water Act, Fish and Wildlife Coordination Act, or other applicable statutes

To incorporate EFH consultations into coordination, consultation and/or environmental review procedures required by other statutes, three criteria must be met

(1) The existing process must provide NMFS with timely notification of the action,

(2) Notification of the action must include an "EFH Assessment" of the impacts of the proposed action as outlined in the EFH rules,

(3) NMFS must have completed a written finding that the existing process satisfies the requirements of the MSFCMA

An "EFH Assessment" is a review of the proposed project and its potential impacts to EFH As set forth in the rules, EFH Assessments must include (1) a description of the proposed action, (2) an analysis of the effects, including cumulative effects, of the action on EFH, the managed species, and associated species by life history stage, (3) the Federal agency's views regarding the effects of the action on EFH, and (4) proposed mitigation, if applicable If appropriate, the assessment should also include the results of an on-site inspection, the views of recognized experts on the habitat or species affects, a literature review, an analysis of alternatives to the proposed action, and any other relevant information.

Once NMFS learns of a Federal or state activity that may have an adverse effect on EFH, NMFS is required to develop EFH conservation recommendations for the activity These recommendations may include measures to avoid, minimize, mitigate, or otherwise offset adverse effects on EFH and are to be provided to the action agency in a timely manner The MSFCMA also authorizes FMCs to comment on Federal and state projects, and directs FMCs to comment on any project which may substantially impact EFH Federal agencies are required to respond to EFH conservation recommendations of the NMFS and FMCs in writing and within 30 days.

Consultations may be conducted through programmatic, general concurrence, or project specific mechanisms. Evaluation at a programmatic level may be appropriate when sufficient information is available to develop EFH conservation recommendations and address all reasonably foreseeable adverse impacts under a particular program area General Concurrences can be utilized for categories of similar activities having minimal individual and cumulative impacts Programmatic and General Concurrence consultations minimize the need for individual project consultation in most cases because NMFS has determined that the actions will likely result in no more than minimal adverse effects, and conservation measures would be implemented. For example, NMFS might grant a General Concurrence for the construction of docks or piers which, with incorporation of design or siting constraints, would minimally affect Federally managed fishery resources or their habitats

Consultations at a project-specific level are required when critical decisions are made at the project implementation stage, or when sufficiently detailed information for development of EFH conservation recommendations does not exist at the programmatic level Project specific consultations must follow either the abbreviated or expanded procedures Abbreviated consultations allow NMFS to quickly determine whether, and to what degree, a Federal action may adversely impact EFH, and should be used when impacts to EFH are expected to be minor For example, the abbreviated consultation procedure would be used when the adverse effect of an action or proposed action could be alleviated through minor design or operational modifications, or the inclusion of measures to offset unavoidable adverse impacts

Expanded consultations allow NMFS and a Federal action agency the maximum opportunity to work together in the review of an activity's impact on EFH and the development of EFH conservation recommendations. Expanded

consultation procedures must be used for Federal actions that would result in substantial adverse effects to EFH Federal action agencies are encouraged to contact NMFS at the earliest opportunity to discuss whether the adverse effect of a proposed action makes expanded consultation appropriate Expanded consultation procedures provide additional time for the development of conservation recommendations, and may be appropriate for actions such as the construction of large marinas or port facilities

The MSFCMA mandates that a Federal action agency must respond in writing to EFH conservation recommendations from NMFS and FMCs within 30 days of receiving those recommendations The rules require that such a response be provided at least 10 days prior to final approval of the action, if a decision by the Federal agency is required in fewer than 30 days The response must include a description of measures proposed by the agency for avoiding, mitigating, or offsetting the impact of the activity on EFH In the case of a response that is inconsistent with NMFS conservation recommendations, the agency must explain its reasons for not following the recommendations, including the scientific rationale for any disagreements with NMFS over the anticipated effects of the proposed action and the measures needed to offset such effects When an agency decision is inconsistent with NMFS conservation recommendations, the NMFS Assistant Administrator may request a meeting with the head of the agency to further discuss the project

Conclusion

The EFH mandates of the MSFCMA represent a new effort to integrate fishery management and habitat management by stressing the dependency of healthy, productive fisheries on the maintenance of viable and diverse estuarine and marine ecosystems. The EFH consultation process will ensure that Federal agencies explicitly consider the effects of their actions on important habitats, with the goal of supporting the sustainable management of marine fisheries The NMFS is committed to working with Federal and state agencies to implement these mandates effectively and efficiently, with the ultimate goal of sustaining of the Nation's fishery resources

Comments, questions, and suggested revisions may be directed to Rickey Ruebsamen (EFH Coordinator), 9721 Executive Center Drive, N St Petersburg, FL 33702, phone. 727/570-5317, email ric.ruebsamen@noaa gov

Appendix 1. Selected Text from the Magnuson-Stevens Fishery Conservation and Management Act
(As Amended Through October 11, 1996)

16 U.S.C 1854 note, 1855
M-S Act §§ 304 note, § 305

SEC 305 OTHER REQUIREMENTS AND AUTHORITY 16 U S C 1855
104-297

(b) FISH HABITAT
(1) (A) The Secretary shall, within 6 months of the date of enactment of the Sustainable Fisheries Act, establish by regulation guidelines to assist the Councils in the description and identification of essential fish habitat in fishery management plans (including adverse impacts on such habitat) and in the consideration of actions to ensure the conservation and enhancement of such habitat The Secretary shall set forth a schedule for the amendment of fishery management plans to include the identification of essential fish habitat and for the review and updating of such identifications based on new scientific evidence or other relevant information
(B) The Secretary in consultation with participants in the fishery, shall provide each Council with recommendations and information regarding each fishery under that Council's authority to assist it in the identification of essential fish habitat, the adverse impacts on that habitat, and the actions that should be considered to ensure the conservation and enhancement of that habitat
(C) The Secretary shall review programs administered by the Department of Commerce and ensure that any relevant programs further the conservation and enhancement of essential fish habitat
(D) The Secretary shall coordinate with and provide information to other Federal agencies to further the conservation and enhancement of essential fish habitat
(2) Each Federal agency shall consult with the Secretary with respect to any action authorized, funded, or undertaken, or proposed to be authorized, funded, or undertaken, by such agency that may adversely affect any essential fish habitat identified under this Act
(3) Each Council—
(A) may comment on and make recommendations to the Secretary and any Federal or State agency concerning any activity authorized, funded, or undertaken, or proposed to be authorized, funded, or undertaken, by any Federal or State agency that, in the view of the Council, may affect the habitat, including essential fish habitat, of a fishery resource under its authority, and
(B) shall comment on and make recommendations to the Secretary and any Federal or State agency concerning any such activity that, in the view of the Council, is likely to substantially affect the habitat, including essential fish habitat, of an anadromous fishery resource under its authority
(4) (A) If the Secretary receives information from a Council or Federal or State agency or determines from other sources that an action authorized, funded, or undertaken, or proposed to be authorized, funded, or undertaken, by any State or Federal agency would adversely affect any essential fish habitat identified under this Act, the Secretary shall recommend to such agency measures that can be taken by such agency to conserve such habitat.
(B) Within 30 days after receiving a recommendation under subparagraph (A), a Federal agency shall provide a detailed response in writing to any Council commenting under paragraph (3) and the Secretary regarding the matter The response shall include a description of measures proposed by the agency for avoiding, mitigating, or offsetting the impact of the activity on such habitat In the case of a response that is inconsistent with the recommendations of the Secretary, the Federal agency shall explain its reasons for not following the recommendations

Appendix 2. Fishery Management Plans and Managed Species for the Gulf of Mexico.

GULF OF MEXICO FISHERY MANAGEMENT COUNCIL

Shrimp Fishery Management Plan
- brown shrimp - *Penaeus aztecus*
- pink shrimp - *P. duorarum*
- royal red shrimp - *Pleoticus robustus*
- white shrimp - *Penaeus setiferus*

Red Drum Fishery Management Plan
- red drum - *Sciaenops ocellatus*

Reef Fish Fishery Management Plan
- black grouper - *Mycteroperca bonaci*
- gag grouper - *M. microlepis*
- gray snapper - *Lutjanus griseus*
- gray triggerfish - *Balistes capriscus*
- greater amberjack - *Seriola dumerili*
- lane snapper - *L. synagris*
- lesser amberjack - *S. fasciata*
- red grouper - *Epinephelus morio*
- red snapper - *L. campechanus*
- scamp grouper - *M. phenax*
- tilefish - *Lopholatilus chamaeleonticeps*
- yellowtail snapper - *Ocyurus chrysurus*
- vermilion snapper - *Rhomboplites aurorubens*

Stone Crab Fishery Management Plan
- stone crab - *Menippe spp*

Spiny Lobster Fishery Management Plan
- spiny lobster - *Panulirus argus*

Coral and Coral Reef Fishery Management Plan
- varied coral species and coral reef communities comprised of several hundred species

Coastal Migratory Pelagic Fishery Management Plan
- bluefish - *Pomatomus saltatrix*
- dolphin - *Coryphaena hippurus*
- cobia - *Rachycentron canadum*
- king mackerel - *Scomberomorus cavalla*
- little tunny - *Euthynnus alletteratus*
- Spanish mackerel - *S. maculatus*

Appendix 3. Fishery Management Plans and Managed Species for the South Atlantic Region.

SOUTH ATLANTIC FISHERY MANAGEMENT COUNCIL

Shrimp Fishery Management Plan
- brown shrimp - *Penaeus aztecus*
- pink shrimp - *P. duorarum*
- rock shrimp - *Sicyonia brevirostris*
- royal red shrimp - *Pleoticus robustus*
- white shrimp - *Penaeus setiferus*

Red Drum Fishery Management Plan
- red drum - *Sciaenops ocellatus*

Snapper Grouper Fishery Management Plan
- blackfin snapper - *Lutjanus buccanella*
- blueline tilefish - *Caulolatilus microps*
- gray snapper - *L. griseus*
- greater amberjack - *Seriola dumerili*
- jewfish -*Epinephelus itajara*
- mutton snapper - *L. analis*
- red porgy - *Pagrus pagrus*
- red snapper - *L. campechanus*
- scamp - *Mycteroperca phenax*
- silk snapper - *L. vivanus*
- snowy grouper - *E. niveatus*
- speckled hind - *E. drummondhayi*
- vermilion snapper - *Rhomboplites aurorubens*
- yellowedge grouper - *E. flavolimbatus*
- warsaw grouper - *E. nigritus*
- white grunt - *Haemulon plumieri*
- wreckfish - *Polyprion americanus*

Coastal Migratory Pelagics Fishery Management Plan
- dolphin - *Coryphaena hippurus*
- cobia - *Rachycentron canadum*
- king mackerel - *Scomberomorus cavalla*
- Spanish mackerel - *S. maculatus*

Golden Crab Fishery Management Plan
- golden crab - *Chaceon fenneri*

Spiny Lobster Fishery Management Plan
- spiny Lobster - *Panulirus argus*

Coral and Coral Reef Fishery Management Plan
- varied coral species and coral reef communities comprised of several hundred species

Calico Scallop Fishery Management Plan
- calico scallop - *Argopecten gibbus*

Sargassum Habitat Fishery Management Plan
- *Sargassum* (and associated fauna) where it occurs in the EEZ and state waters

MID-ATLANTIC FISHERY MANAGEMENT COUNCIL

Summer Flounder, Scup, and Black Sea Bass Fishery Management Plan
- Black sea bass - *Centropristis striata*
- Scup - *Stenotomus chrysops*
- Summer flounder - *Paralichthys dentatus*

Bluefish Fishery Management Plan
- Bluefish - *Pomatomus saltatrix*

Atlantic Surfclam and Ocean Quahog Fishery Management Plan
- Ocean quahog - *Arctica islandica*
- Surfclam - *Spisula solidissima*

Atlantic Mackerel, Squid, and Butterfish Fishery Management Plan
- Atlantic butterfish - *Peprilus triacanthus*
- Atlantic mackerel - *Scomber scombrus*
- Long finned squid - *Loligo pealei*
- Short finned squid - *Illex illecebrosus*

Dogfish Fishery Management Plan
- Spiny dogfish - *Squalus acanthias*

Appendix 4. Fishery Management Plans and Managed Species for the Caribbean Region.

CARIBBEAN FISHERY MANAGEMENT COUNCIL

Reef Fish Fishery Management Plan
- banded butterflyfish - *Chaetodon striatus*
- coney - *Epinephelus fulvus*
- gray snapper - *Lutjanus griseus*
- queen triggerfish - *Balistes vetula*
- mutton snapper - *L. analis*
- nassau grouper - *E. striatus*
- red hind - *E. guttatus*
- redtail parrotfish - *Sparisoma chrysopterum*
- schoolmaster - *L. apodus*
- silk snapper- *L. vivanus*
- squirrelfish - *Holocentrus ascensionis*
- sand tile fish - *Malacanthus plumieri*
- trunkfish - *Lactophrys quadricornis*
- yellowtail snapper - *Ocyurus chrysurus*
- white grunt - *Haemulon plumieri*

Spiny Lobster Fishery Management Plan
- spiny lobster - *Panulirus argus*

Queen Conch Fishery Management Plan
- queen conch - *Strombus gigas*

Coral Fishery Management Plan
- varied coral species and coral reef communities comprised of several hundred species

Appendix 5. Species Managed under the Federally-Implemented Fishery Management Plans.

NATIONAL MARINE FISHERIES SERVICE

Billfish
- blue marlin - *Makaira nigricans*
- longbill spearfish - *Tetrapturus pfluegeri*
- sailfish - *Istiophorus platypterus*
- white marlin - *T. albidus*

Swordfish
- swordfish *Xiphias gladius*

Tuna
- albacore - *Thunnus alalunga*
- Atlantic bigeye - *T. obesus*
- Atlantic yellowfin - *T. albacares*
- skipjack - *Katsuwonus pelamis*
- western Atlantic bluefin - *T. thynnus*

Sharks
- Atlantic angel shark - *Squatina dumeril*
- Atlantic sharpnose shark - *Rhizoprionodon terraenovae*
- basking shark - *Cetorhinus maximus*
- bigeye sand tiger - *Odontaspis noronhai*
- bigeye sixgill shark - *Hexanchus vitulus*
- bigeye thresher shark - *Alopias superciliosus*
- bignose shark - *Carcharhinus altimus*
- blacknose shark - *C. acronotus*
- blacktip shark - *C. limbatus*
- blue shark - *Prionace glauca*
- bonnethead - *Sphyrna tiburo*
- bull shark - *C. leucas*
- Caribbean reef shark - *C. perezi*
- Caribbean sharpnose shark - *R. porosus*
- common thresher shark - *A. vulpinus*
- dusky shark - *C. obscurus*
- finetooth shark - *C. isodon*
- Galapagos shark - *C. galapagensis*
- great hammerhead - *S. mokarran*
- lemon shark - *Negaprion brevirostris*
- longfin mako shark - *Isurus paucus*
- narrowtooth shark - *C. brachyurus*
- night shark - *C. signatus*
- nurse shark - *Ginglymostoma cirratum*
- oceanic whitetip shark - *C. longimanus*
- porbeagle shark - *Lamna nasus*
- sandbar shark - *C. plumbeus*
- sand tiger shark - *O. taurus*
- scalloped hammerhead - *S. lewini*
- sharpnose sevengill shark - *Heptranchias perlo*
- shortfin mako shark - *I. oxyrinchus*
- silky shark - *C. falciformis*
- sixgill shark - *H. griseus*
- smalltail shark - *C. porosus*
- smooth hammerhead - *S. zygaena*
- spinner shark - *C. brevipinna*
- Tiger shark - *Galeocerdo cuvieri*
- whale shark - *Rhinocodon typus*
- white shark - *Carcharodon carcharias*

Appendix 6. Essential Fish Habitat Identified in Fishery Management Plan Amendments of the Gulf of Mexico, South Atlantic and Caribbean Fishery Management Councils. (EFH for species managed under the NMFS Billfish and Highly Migratory Species plans falls within the marine areas designated by three councils)

Gulf of Mexico FMC
- Estuarine areas
  - Estuarine emergent wetlands
  - Mangrove wetlands
  - Seagrass
  - Algal flats
  - Mud, sand, shell, and rock substrates
  - Estuarine water column
- Marine areas
  - Water column
  - Vegetated bottoms
  - Non-vegetated bottoms
  - Live bottoms
  - Coral reefs
  - Artificial reefs
  - Geologic features
  - Continental Shelf features
  - West Florida Shelf
  - Mississippi/Alabama Shelf
  - Louisiana/Texas Shelf
  - South Texas Shelf

South Atlantic FMC
- Estuarine areas
  - Estuarine emergent wetlands
  - Estuarine scrub/shrub mangroves
  - Seagrass
  - Oyster reefs & shell banks
  - Intertidal flats
  - Palustrine emergent & forested wetlands
  - Aquatic beds
  - Estuarine water column
- Marine areas
  - Live/Hard bottoms
  - Coral & coral reefs
  - Artificial/man-made reefs
  - Sargassum
  - Water column

Caribbean FMC
- Estuarine areas
  - Salt marshes
  - Mangrove wetlands
  - Intertidal flats/salt ponds
  - Soft bottom lagoons
  - Mud flats
  - Sandy beaches
  - Rocky shores
- Marine areas
  - Water column
  - Seagrass
  - Non-vegetated bottoms
  - Coral reefs
  - Algal plains
  - Geologic features
  - Live bottoms

Appendix 7. Geographically Defined Habitat Areas of Particular Concern Identified in Fishery Management Plan Amendments of the Gulf of Mexico, South Atlantic and Caribbean Fishery Management Councils.

Gulf of Mexico FMC

Florida
- Apalachicola National Estuarine Research Reserve
- Dry Tortugas (Fort Jefferson National Monument)
- Florida Keys National Marine Sanctuary
- Florida Middle Grounds
- Rookery Bay National Estuarine Research Reserve

Alabama
- Weeks Bay National Estuarine Research Reserve

Texas/Louisiana
- Flower Garden Banks National Marine Sanctuary

Mississippi
- Grand Bay

South Atlantic FMC

Area-wide
- Council-designated artificial reef special management zones
- Hermatypic coral habitat and reefs
- Hard bottoms
- Hoyt Hills
- *Sargassum* habitat
- State-designated areas of importance to managed species
- Submerged aquatic vegetation

North Carolina
- Big Rock
- Bogue Sound
- Capes Hatteras, Fear and Lookout (sandy shoals)
- New River
- The Ten Fathom Ledge
- The Point

South Carolina
- Broad River
- Charleston Bump
- Hurl Rocks

SAFMC (cont)

Georgia
- Gray's Reef National Marine Sanctuary

Florida
- Blake Plateau (manganese outcroppings)
- Biscayne Bay
- Biscayne National Park
- Card Sound
- Florida Bay
- Florida Keys National Marine Sanctuary
- Jupiter Inlet Point
- Mangrove habitat
- Marathon Hump
- Oculina Bank
- *Phragmatopoma* (worm) reefs
- The Wall (Florida Keys)

Caribbean FMC

Area-wide
- Estuaries
- Nearshore reefs and other hard bottoms

U.S. Virgin Islands
- Hind Bank

Appendix 8. Sources of EFH and Related Resource Information.

Fishery Management Plan Amendments

Caribbean Fishery Management Council 1998 Essential Fish Habitat (EFH) generic amendment to the Fishery Management Plans (FMPs) of the U.S. Caribbean including a draft environmental assessment Caribbean Fishery Management Council San Juan, Puerto Rico 2 vols.

Gulf of Mexico Fishery Management Council 1998 Public hearing draft generic amendment for addressing Essential Fish Habitat requirements in the following fishery management plans of the Gulf of Mexico Shrimp Fishery of the Gulf of Mexico, United States Waters, Red Drum Fishery of the Gulf of Mexico, Reef Fish Fishery of the Gulf of Mexico, Coastal Migratory Pelagic Resources (Mackerels) in the Gulf of Mexico and South Atlantic, Stone Crab Fishery of the Gulf of Mexico, Spiny Lobster in the Gulf of Mexico and South Atlantic, Coral and Coral Reefs of the Gulf of Mexico (includes environmental assessment). Gulf of Mexico Fishery Management Council Tampa, FL.

Mid-Atlantic Fishery Management Council 1998 Amendment 1 to the bluefish fishery management plan Mid-Atlantic Fishery Management Council. Dover, DE 2 vols

Mid-Atlantic Fishery Management Council. 1998 Amendment 8 to the Atlantic mackerel, squid, and butterfish fishery management plan Mid-Atlantic Fishery Management Council Dover, DE

Mid-Atlantic Fishery Management Council 1998 Amendment 12 to the Atlantic surfclam and ocean quahog fishery management plan Mid-Atlantic Fishery Management Council Dover, DE

Mid-Atlantic Fishery Management Council 1998 Amendment 12 to the summer flounder, scup, and black sea bass fishery management plan Mid-Atlantic Fishery Management Council Dover, DE

National Marine Fisheries Service 1998 Billfish essential fish habitat (EFH) pre-draft materials for the billfish fishery management plan amendment National Marine Fisheries Service Silver Spring, MD

National Marine Fisheries Service 1998 Highly migratory species essential fish habitat (EFH) pre-draft materials for the highly migratory species fishery management plan amendment National Marine Fisheries Service Silver Spring, MD

South Atlantic Fishery Management Council 1998 Final habitat plan for the South Atlantic region Essential Fish Habitat requirements for Fishery Management Plans of the South Atlantic fishery Management Council The Shrimp Fishery Management Plan, The Red Drum Fishery Management Plan, The Snapper Grouper Fishery Management Plan, The Coastal Migratory Pelagics Fishery Management Plan, The Golden Crab Fishery Management Plan, The Spiny Lobster Fishery Management Plan, The Coral, Coral Reefs, and Live/Hard Bottom Habitat Fishery Management Plan, and The Calico Scallop Fishery Management Plan South Atlantic Fishery Management Council Charleston, SC

EFH Related Web Sites

South Atlantic EFH	http://www.safmc.noaa.gov
Gulf of Mexico FMC	http://www.gulfcouncil.org
Gulf of Mexico EFH	http://galveston.ssp.nmfs.gov/efh/
Caribbean EFH Resources	http://clinsiensenmac.nos.noaa.gov/briefing.html
EFH Rules	http://www.nmfs.gov/habitat/efh
NMFS Southeast Region	http://caldera.sero.nmfs.gov
Highly migratory pelagic and billfish resource EFH	http://www.nmfs.gov/sfa/hms/Final.html

Appendix 9. Points of Contact for Essential Fish Habitat Activities within the Southeast Region of the National Marine Fisheries Service.

National Marine Fisheries Service
Southeast Region

Andreas Mager, Jr. (Southeast Region)
National Marine Fisheries Service
9721 Executive Center Drive, N
St. Petersburg, FL 33702
727/570-5317andy.mager@noaa.gov

Rickey Ruebsamen (EFH Coordinator)
National Marine Fisheries Service
9721 Executive Center Drive, N
St. Petersburg, FL 33702
727/570-5317 ric.ruebsamen@noaa.gov

Local Offices

Russell Swafford (Texas)
National Marine Fisheries Service
4700 Avenue U
Galveston, TX 77551
409/766-3699 russ.swafford@noaa.gov

Richard Hartman (Louisiana)
National Marine Fisheries Service
c/o Louisiana State University
Baton Rouge, LA 70803
225/389-0508 richard.hartman@noaa.gov

Mark Thompson (Florida, Alabama, Mississippi, Puerto Rico, U.S. Virgin Islands)
National Marine Fisheries Service
3500 Delwood Beach Rd.
Panama City, FL 32408-7499
850/234-5061 mark.thompson@noaa.gov

David Rackley (South Carolina, Georgia)
National Marine Fisheries Service
Charleston Laboratory
219 Fort Johnson Road
Charleston, SC 29412-9110
(843) 762-8574 david.rackley@noaa.gov

Larry Hardy (North Carolina)
National Marine Fisheries Service
101 Pivers Island Road
Beaufort, NC 28516-9722
252/728-5090 larry.hardy@noaa.gov

Gulf of Mexico Fishery Management Council

Executive Director
Gulf of Mexico Fishery Management Council
The Commons at Rivergate
3018 U.S. Highway 301 N., Suite 1000
Tampa, FL 33619-2266
813/228-2815 gulf.council@noaa.gov
EFH Point of Contact
Jeff Rester
(Gulf States Marine Fisheries Commission)
228/875-5912 jrester@gsmfc.org

South Atlantic Fishery Management Council

Executive Director
South Atlantic Fishery Management Council
1 Southpark Circle
Southpark Building, Suite 306
Charleston, SC 29407-4699
843/571-4366 safmc@noaa.gov
EFH Point of Contact
Roger Pugliese
843/571-4366 roger.pugliese@noaa.gov

Caribbean Fishery Management Council

Executive Director
Caribbean Fishery Management Council
268 Avenue Rivera Avenue, Suite 1108
San Juan, Puerto Rico 00918-2577
787/766-5926 caribefish@upr1.upr.clu.edu
EFH Point of Contact
Graciela Garcia-Moliner
787/766-5926 caribefish@upr1.upr.clu.edu

Mid-Atlantic Fishery Management Council

Executive Director
Mid-Atlantic Fishery Management Council
Room 2115, Federal Building
Dover, Delaware 19901
EFH Point of Contact
Thomas B. Hoff
302/674-2331 x15 tom.hoff@noaa.gov

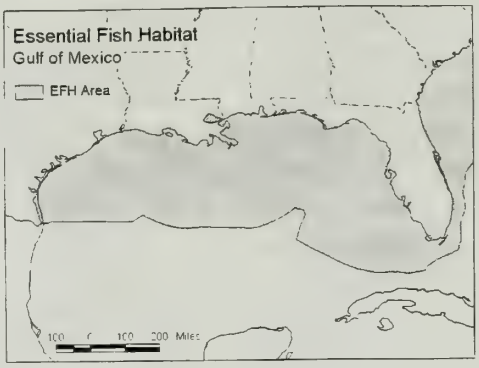

Figure 1. Map depicting the extent of Essential Fish Habitat in the Gulf of Mexico.

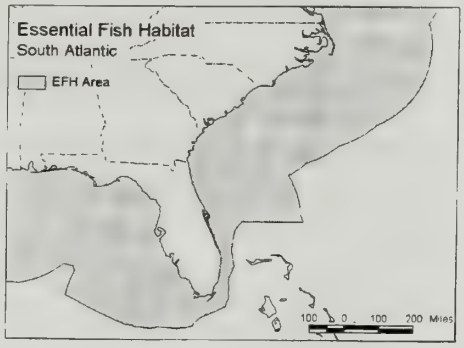

Figure 2. Map depicting Essential Fish Habitat in the south Atlantic region.

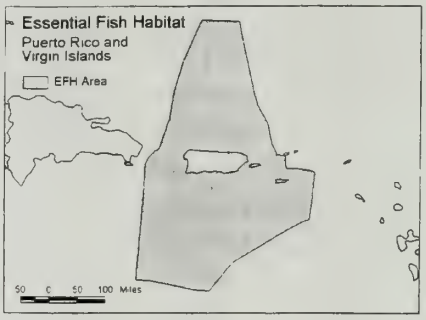

Figure 3. Map depicting Essential Fish Habitat in Puerto Rico and the U.S. Virgin Islands.

002742

COMMITTEE ON BUDGET

COMMITTEE ON AGRICULTURE

SUBCOMMITTEE ON RISK MANAGEMENT, RESEARCH AND SPECIAL PROGRAMS

SUBCOMMITTEE ON LIVESTOCK AND HORTICULTURE

Congress of the United States
House of Representatives
KEN LUCAS
FOURTH DISTRICT, KENTUCKY

WASHINGTON OFFICE:
1727 Longworth H.O.B.
Washington, D.C. 20515
(202) 225-3465

DISTRICT OFFICES
277 Buttermilk Pike
Fort Mitchell, KY 41017
(606) 426-0080

Fed. Bldg., Suite 250
1405 Greenup Ave.
Ashland, KY 41101
(606) 324-9898

March 3, 2000

Mr. Al Lowes
Director, Base Conversion Agency-Ex, U. S. Air Force
1700 N. Moore St.
Suite 2300
Arlington, VA 22209-2802

Dear Mr. Lowes

Please allow me to take this opportunity to share with you the concerns of one of my constituents. The concerns involve the environmental impact of a possible transfer of the Homestead Air Reserve Base in Florida to Miami-Dade County for development of a commercial airport.

This constituent, being a resident of my district in Kentucky and Key Largo, Florida, believes strongly that the development of a commercial airport at the Homestead site will cause unacceptable amounts of noise and air pollution to the area. My constituent supports alternative proposals to develop the Homestead base for mixed commercial and residential uses that would be far more compatible with the adjacent national parks, while still providing an economic boost to the local area. Furthermore, my constituent is convinced that there are other sites available for development of additional commercial airport capacity in South Florida.

Thank you for your attention to the concerns raised by my constituent.

Sincerely,

Ken

Ken Lucas
Member of Congress

KL:jac

002743

UNIVERSITY OF MINNESOTA

Twin Cities Campus — Department of Medicine, Medical School — Box 716 UMHC, 516 Delaware Street S.E., Minneapolis, MN 55455, 612-624-2990, fax 612-626-4027

J. Barbosa
1940 Westwood
St Paul MN 55113-5113

3/5/00

Dear Sirs

As a frequent visitor of our unique Everglades Park I strongly object to the construction the nearby airport. Your own study predicts harm to the Park from the air traffic.

Please do give up such a misguided project.

Thank You.

Sincerely,

J. Barbosa

002746

Ohio House of Representatives

DISTRICT
2324 Lou Avenue
Cuyahoga Falls, OH 44223
Home: (330) 923-1481

STATEHOUSE:
77 South High Street, 13th Floor
Columbus, OH 43266-0603
Office: (614) 466-1177
Fax: (614) 644-9494

Kevin Coughlin
State Representative
46th District

COMMITTEES:
Finance & Appropriations
Chairman, Higher Education Subcommittee
Rules and Reference
Public Utilities
Commerce & Labor
Joint Cmte on Agency Rule Review
Ohio Arts Council
Vice Chairman, CSU Bowling Green Institute for Legislative Leadership Development
Midwestern Higher Education Commission

March 6, 2000

Homestead/SEIS
AFBCA Ex 17000
N. Moore St.
Arlington, VA 22209-2802

To Whom It Concerns.

I would like to ask for your assistance to stop the construction of a major commercial airport just a few miles from two national parks. The people of the Ocean Reef community are gravely concerned about the environmental repercussions of the Air Force's proposed transfer of the Homestead Air Reserve Base in Florida to Miami-Dade County, for development of a large commercial airport. It is no exaggeration to say that such an airport would dangerously pollute two neighboring national parks, Biscayne National Park and Everglades National Park.

I strongly believe that the development of a commercial airport at the Homestead site will cause unacceptable amounts of noise and air pollution to this area. There are alternative proposals to develop the Homestead base for mixed commercial and residential uses that would be far more compatible with the adjacent national parks, while still providing an economic boost to the local area. Also, there appear to be alternative sites for development of additional commercial airport capacity in South Florida.

Under the Air Force's draft environmental impact study, the commercial airport is estimated to have over 230,000 annual operations. The result is almost one flight every two minutes over the Everglades, Biscayne National Park and community. The commercial airport will result in tons of toxic air emissions daily, lead and other hazardous chemicals washing into the soil and water, and thousands of acres of land and wildlife habitat paved over into industrial and residential sprawl. The Air Force may soon there after make its decision about what alternative it will choose.

Kindest Regards,

Kevin

Kevin Coughlin
State Representative
46th District
77 South High Street Columbus, OH 43266-0603

002747

STATE OF FLORIDA
DEPARTMENT OF COMMUNITY AFFAIRS
"Dedicated to making Florida a better place to call home"

JEB BUSH, Governor — STEVEN M. SEIBERT, Secretary

March 7, 2000

Mr. John J. Corradetti, Jr.
Acting Deputy Director
Department of the Air Force
Air Force Base Conversion Agency
1700 North Moore Street, Suite 2300
Arlington, Virginia 22209-2802

RE: Draft Supplemental Environmental Impact Statement (DEIS), Disposal of Portions of the Former Homestead Air Force Base, Florida
SAI: FL200001040002C

Dear Mr. Corradetti:

Pursuant to the Coastal Zone Management Act (CZMA), 16, U.S.C., sections 1451-1464, as amended, the National Environmental Policy Act, 42, U.S.C., sections 4321, 4331-4335 and 4341-4347, as amended, Presidential Executive Order 12372, and Gubernatorial Executive Order 95-359, the State of Florida has completed a review of the above referenced document. Our primary concerns will be expressed in the first part of this letter and specific comments in the later portion. This letter represents the consolidated comments and recommendations of the Governor's Executive agencies, including the Office of Tourism, Trade and Economic Development (OTTED), the Florida Departments of Community Affairs (DCA), Environmental Protection, (DEP), and Transportation, and the South Florida Water Management District (SFWMD). Comments of the Florida Fish and Wildlife Conservation Commission and the South Florida Regional Planning Council are attached.

The DCA, designated as the state's lead coastal agency pursuant to section 306(c) of the CZMA, and section 380.23, Florida Statutes, hereby notifies the Department of the Air Force that, at this stage, the proposed transfer of the former Homestead Air Force Base is consistent with the enforceable policies included in the Florida Coastal Management Program.

We appreciate the opportunity to comment and your extension of the comment period to March 7. We also appreciate the inclusion of the several alternatives in the draft document, each with its own advantages and disadvantages.

2555 SHUMARD OAK BOULEVARD • TALLAHASSEE, FLORIDA 32399-2100
Phone 850 488 8466/Suncom 278 8466 FAX 850 921 0781/Suncom 291 0781
Internet address http://www.dca.state.fl.us

CRITICAL STATE CONCERN FIELD OFFICE: 2796 Overseas Highway, Suite 212, Marathon, FL 33050-2227, (305) 289-2402
COMMUNITY PLANNING: 2555 Shumard Oak Boulevard, Tallahassee, FL 32399-2100, (850) 488-2356
EMERGENCY MANAGEMENT: 2555 Shumard Oak Boulevard, Tallahassee, FL 32399-2100, (850) 413-9969
HOUSING & COMMUNITY DEVELOPMENT: 2555 Shumard Oak Boulevard, Tallahassee, FL 32399-2100, (850) 488-7956

Mr John J Corradetti, Jr
March 7, 2000
Page Two

The Air Force and Federal Aviation Administration decisions about this issue are very important for the future economic and environmental health of South Miami-Dade County Since the partial closure of Homestead Air Force Base and the devastation of the area by Hurricane Andrew in August 1992, the State of Florida has placed a high priority on providing assistance to the federal agencies in their efforts to produce a redevelopment plan that would meet the economic and environmental needs of the region.

Unfortunately, seven and one half years after Hurricane Andrew, redevelopment of the airbase has not occurred and South Miami-Dade County is experiencing increasing unemployment and continuing economic hardship Unemployment in Miami-Dade County for 1999 averaged 6 1 percent, and in the Homestead area 5 8 percent. This compares to a statewide average of 4 percent for 1999. For these reasons the State of Florida believes foremost that the decision-making on the transfer of the surplus lands should be expedited to provide South Miami-Dade County with many of the same economic opportunities enjoyed by the rest of the state.

The decision-making process regarding this issue has resulted in a better understanding of pre-existing environmental problems (i.e , pollution from Military Canal) and the potential effects of plans for redevelopment of the area on adjacent natural areas, although as indicated below, in some instances, the subject document did not adequately address certain issues

We encourage you to recommend that plans for redevelopment of the surplus lands consider and incorporate to the maximum extent practicable, the March 1998 recommendations of the Florida Cabinet regarding this issue.

The specific concerns and recommendations of the agencies reviewing the DEIS are presented below by subject. These comments are intended to provide summary information about the State agency concerns that will be relevant to future information needs under the Defense Conversion and Transition provisions of Chapter 288, Florida Statutes and other appropriate provisions of state law and administrative rule (the commenting agency is noted in parentheses)·

Economic Development:

Quality of Jobs - South Miami-Dade County continues to experience increased unemployment and economic hardship An essential step to economic revitalization in the County will be to expedite the transfer of surplus lands to allow the region to move forward with economic activities and critical infrastructure that will support high wage jobs In considering the economic prospects for the region, the County should remain cognizant of market forces and

Mr. John J. Corradetti, Jr.
March 7, 2000
Page Three

industries prone to success in all of South Florida (e g. international trade, telecommunications, aviation, Internet-based business, and tourism) While the economic and job creation prospects for the region are varied, the decisions on which industries and development activities should be promoted must remain locally-driven and locally determined (OTTED).

Agricultural Land - We are concerned about the conversion and loss of productive agricultural land in Florida. We encourage you to recommend policies to prevent the inappropriate conversion of agricultural land and to promote the continuation of a viable agricultural economy (DCA and DEP).

Infrastructure Needs:

Transportation - The traffic analysis was not based on the most recent and best available data; it did not analyze intersections, cargo operations or one-way peak hour directional trip volumes and does not present transportation impacts by phase for each alternative Therefore, it is not clear how infrastructure improvements needed to accommodate the impacts could be planned, scheduled or funded for each five-year phase of development In addition, it is difficult to assess whether the proposed mitigation projects are adequate to address the impacts of the proposed alternative (DCA).

Hurricane Evacuation - The methodology used to determine evacuation routes for each of the development alternatives is not sufficient since it does not use queuing delay time, a significant factor in accurately determining hurricane evacuation times. The analysis did not examine the impact of evacuation times for Monroe County and South Miami-Dade County (DCA).

Water, Wastewater and Solid Waste - Similarly, the project impacts on these items were not presented for each five year phase of development. Generation rates were not provided, thus the infrastructure improvements needed to address the impacts of each phase of development cannot be determined, nor can the planning, scheduling and funding of these improvements be confirmed (DCA).

The Miami-Dade Water and Sewer Department, City of Homestead and Florida City may need to modify existing water use permits with the South Florida Water Management District to reflect additional withdrawal facilities and changes in population and water use demand associated with any of the proposed redevelopment alternatives (SFWMD) Due to numerous contaminated sites associated with the Installation Restoration Programs and underground storage tanks located at the former Homestead Air Force Base, there are continuing concerns about development of new on-site water withdrawal facilities (DEP and SFWMD).

Mr John J. Corradetti, Jr.
March 7, 2000
Page Four

Surface Water Management - The Draft EIS has erroneously assumed that the Mixed Use alternative will not require a master surface water management system. All the lands within the area are part of a common drainage system and any proposed redevelopment, regardless of land use, will require implementation of a master stormwater plan for the entire Base The master stormwater plan should protect the adjacent Outstanding Florida Waters of Biscayne Bay. The South Florida Water Management District is providing additional, similar comments under separate cover (SFWMD and DEP).

Growth Impacts - The Draft EIS indicates that under the proposed action, additional airport-related facilities and commercial businesses beyond the property boundaries are likely to result in approximately 2,000 acres of additional residential, commercial and industrial development. The document also predicts additional development associated with the Mixed-Use and Space Port options. The Draft EIS does not, however, adequately evaluate the impacts resulting from the induced development on wetlands, agricultural lands or the potential conversion of lands that would otherwise serve as a buffer to Biscayne National Park and Biscayne Bay (DCA, DEP and SFWMD).

Water Quality - The waters and sediments of the Military Canal are a known threat to the waters of Biscayne Bay and Biscayne National Park The threats posed by the Military Canal should be eliminated regardless of the alternative recommended. Any surface water management plan should be designed to meet the Outstanding Florida Waters requirements of the Biscayne National Park. In addition, the Draft EIS used inaccurate water quality standards and failed to include Miami-Dade County water quality standards, which apply. The Miami-Dade County water quality standards and the correct state water quality standards in Florida Administrative Code Rule 62-302.530 should be used in the final document (DEP and SFWMD).

Publicly-Owned Lands - For many years, the State of Florida, the South Florida Water Management District and Miami-Dade County have cooperated in acquiring lands for the protection and restoration of the Everglades ecosystem and for recreation and water resource protection. The Draft EIS does not adequately assess the impact of the alternatives on these lands in terms of land management practices (SFWMD).

These are the State of Florida's primary concerns, recommendations and needs regarding the proposed transfer of the surplus lands at Homestead Air Force Base We are confident that these concerns can be worked out expeditiously and that redevelopment can move forward. We would appreciate a direct response from you regarding these concerns and request that the Air Force and the Federal Aviation Administration help focus resources and expertise toward this end. The State of Florida is committed to help facilitate the resolution of outstanding, unresolved issues in this matter.

Mr. John J. Corradetti, Jr.
March 7, 2000
Page Five

On behalf of Governor Jeb Bush and the people of Florida, we appreciate the work of the Air Force and the Federal Aviation Administration and we look forward to working with you as these issues move through federal and state decision-making procedures.

Very truly yours,

Steven M. Seibert
Secretary

SMS/rs/jr

BROYHILL ASSET MANAGEMENT LLC

FEB 28 2000

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February 21, 2000

The Honorable Cass Ballenger
Representative in Congress
361 10th Avenue Drive NE
Hickory, NC 28601

Dear Mr. Ballenger.

We urgently need your help to stop the construction of a major commercial airport just a few miles from two national parks In addition to being a resident of North Carolina, I am a member at Ocean Reef in Key Largo, Florida. We, of the Ocean Reef community, are gravely concerned about the environmental repercussions of the Air Force's proposed transfer of the Homestead Air Reserve Base in Florida to Miami-Dade County for development of a large commercial airport. It is no exaggeration to say that such an airport would dangerously pollute two neighboring national parks, Biscayne National Park and Everglades National Park, along with at least a half-dozen other protected natural areas in this unique part of the country

We strongly believe that the development of a commercial airport at the Homestead site will cause unacceptable amounts of noise and air pollution to this area. There are alternative proposals to develop the Homestead base for mixed commercial and residential uses that would be far more compatible with the adjacent national parks, while still providing an economic boost to the local area. Also, there appear to be alternative sites for development of additional commercial airport capacity in South Florida

Under the Air Force's draft environmental impact study, the commercial airport is estimated to have over 230,000 annual operations. The result is almost one flight every two minutes over the Everglades, Biscayne National Park and our community The commercial airport will result in tons of toxic air emissions daily (much of which will be deposited into Biscayne Bay), lead and other hazardous chemicals washing into the soil and water, and thousands of acres of land and wildlife habitat paved over into industrial and residential sprawl

The public-comment period for the Air Force's draft environmental study closes on March 7, 2000 The Air Force may soon thereafter make its decision about what alternative it will choose We urge you to express your concerns to the Air Force and the Clinton Administration regarding the proper use of the Homestead base We hope you will speak forcefully in opposition to the proposed commercial airport and in support of a more reasonable development project for Homestead, which strikes a balance between needed economic development and preservation of our national environmental treasures.

In advance, we thank you for your time and interest in this important issue

Sincerely,

Mark Broyhill

MHB/ajs

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FRANKLIN HANNOCH JR., MAI, CRE
JAMES C. HANNOCH, SAA, RM, CRB
EUGENE J. REILLY JR., SAA, CTA

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February 9, 2000

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Honorable Frank Lautenberg
United States Senate
208 White Horse Pike
Suite 18
Barrington, NJ 08007

Dear Frank:

I am writing to you about a matter of great concern – the proposed transformation of The Homestead Air Reserve Base in Florida to Miami-Dade County for the development of a large commercial airport. Same is projected to have over 600 large commercial jets flying in and out every day over what is an extremely sensitive environmental area. It involves both The Everglades and Biscayne National Parks where our government has recently committed $8 billion to preserve the environment – what a waste to save and destroy by the same government. Homestead is also the vegetable bread basket of America. These planes, if allowed, will deposit lead and other hazardous chemicals on one of this country's great ecological treasures, thereby destroying both plant and wildlife.

There are ample alternative uses which will produce jobs and not be harmful to the beautiful environment. I understand that the plan is opposed by both Bruce Babbitt and Carol Browner, but airport advocates are proceeding with great strength. Time is of the essence.

Anita joins me in asking you to raise your voice in opposition to this plan before you leave the Senate where you have represented us with such distinction.

Sincerely,

Frank

Franklin Hannoch, Jr.

FHJ:fc
LAUT.SAV

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 4
ATLANTA FEDERAL CENTER
61 FORSYTH STREET
ATLANTA, GEORGIA 30303-8960

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RECEIVED
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BY:----------

MAR 6 2000

Mr. Albert F. Lowas, Jr., Director
Air Force Base Conversion Agency
Department of the Air Force
1700 North Moore Street, Suite 2300
Arlington, Virginia 22209-2802

SUBJECT: Summary of EPA Comments on the U.S. Air Force (AF) and Federal Aviation Administration (FAA) Draft Supplemental Environmental Impact Statement (DSEIS) for the Proposed Transfer of Airfield and Related Properties at the Former Homestead Air Force Base (HAFB), Florida; CEQ No. 990500

Dear Mr. Lowas:

Pursuant to Section 102(2)(C) of the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act, EPA Region 4 reviewed the subject document As a Cooperating Agency and the lead federal agency for the HAFB site cleanup, EPA has been involved in the overall action almost since HAFB was placed on the Department of Defense realignment list in 1993

This AF/FAA DSEIS evaluates the reasonably foreseeable environmental consequences for the former HAFB and its environs arising from various reuse alternatives. Consistent with the Defense Base Closure and Realignment Act, the reuse plan formulated by the local reuse authority (Miami-Dade County) is the proposed action. This proposal would convert the current military airfield into a regional commercial airport, the existing military/governmental flight operations would be retained as tenants.

Our major concerns with this DSEIS can be summarized as follows:

▸ Overview - Overall, EPA is concerned about the direct/indirect, induced, and cumulative impacts engendered by all the action alternatives presented in the DSEIS, especially impacts on the nearby biologically sensitive Everglades and Biscayne National Park ecosystems.

▸ Commercial Airport Proposed Action - Specifically, EPA objects to the proposed action to convert the HAFB into a commercial regional airport because of potential noise and water/air quality impacts. We believe that siting a commercial airport between the Parks is inappropriate.

▸ Collier Mixed Use Proposal - Instead, we strongly recommend an environmentally sensitive mixed use alternative be selected by the AF/FAA as their preferred alternative in the Final SEIS

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(FSEIS) and as their selected alternative in their Record of Decision (ROD). On the basis of the presented information, EPA believes that the Collier Mixed Use Proposal with some important modifications and assurances, is the environmentally preferred alternative and should be pursued further in the FSEIS One such Collier assurance that is critical to EPA is the implementation of a suitable environmental trade-off of Collier lands/mineral rights (particularly environmentally significant lands in south Florida that would enhance the federal/State restoration efforts) in exchange for the surplus lands of the HAFB for the proposed mixed use development.

▸ HAFB Buffer Lands - Regardless of the reuse proposal ultimately selected, EPA strongly recommends acquisition of adequate buffer lands associated with the HAFB that will preclude induced development and associated impacts from being located in corridors directly adjacent to the Park ecosystems.

Accordingly, EPA rates the proposed action as EO-2. That is, we have serious *environmental objections* to the selection of HAFB as a commercial airport for the above-noted reasons and request additional information/clarification in the FSEIS

My complete DSEIS comment letter follows for your further review. We look forward to additional coordination on this complex issue with the AF, FAA, and involved State/federal resource agencies. If I may be of additional assistance, please do not hesitate to call on me or my staff (Heinz Mueller, Chief of the Office of Environmental Assessment, available at 404/562-9611).

Sincerely,

John H Hankinson, Jr.
Regional Administrator

Attachment - EPA's complete DSEIS comment letter with its *Detailed Comments*

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 4
ATLANTA FEDERAL CENTER
61 FORSYTH STREET
ATLANTA, GEORGIA 30303-8960

MAR 6 2000

Mr Albert F. Lowas, Jr., Director
Air Force Base Conversion Agency
Department of the Air Force
1700 North Moore Street, Suite 2300
Arlington, Virginia 22209-2802

SUBJECT: EPA Comments on the U.S. Air Force (AF) and Federal Aviation Administration (FAA) Draft Supplemental Environmental Impact Statement (DSEIS) for the Proposed Transfer of Airfield and Related Properties at the Former Homestead Air Force Base (HAFB), Florida; CEQ No. 990580

Dear Mr Lowas

Pursuant to Section 102(2)(C) of the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act, EPA Region 4 reviewed the subject document This AF/FAA DSEIS evaluates the reasonably foreseeable environmental consequences for the former HAFB and its environs arising from various reuse alternatives, including the proposed action A no-action alternative is also presented for comparison Each of these reuse action and no-action alternatives was described relative to their positive and negative outcomes Based on the concerns expressed by environmental groups and resource agencies, the AF and FAA determined that the development of a commercial airport at HAFB warranted the preparation of this SEIS to further assess reuse alternatives and their impacts on the community and nearby national parks

As a Cooperating Agency and the lead federal agency for the HAFB site cleanup, EPA has been involved in the overall action almost since HAFB was placed on the Department of Defense realignment list in 1993 As part of our on-going role as a Cooperating Agency and to gain additional insights on how the proposal has evolved, EPA technical staff attended scoping meetings and public hearings for the DSEIS.

Consistent with the Defense Base Closure and Realignment Act, the reuse plan formulated by the local reuse authority (Miami-Dade County) is the proposed action This proposal would convert the current military airfield into a regional commercial airport The existing military/governmental flight operations would be retained as tenants. In the DSEIS, this proposal was examined focusing on the change in predicted environmental impacts attendant to this conversion. The current scenario under evaluation assesses the use/effects of the one existing runway through the time horizon of 2020 at full buildout Although a qualitative discussion about the impacts of constructing a second runway and concomitant increases in air traffic was presented in the DSEIS, if Metro-Dade were to pursue any future capitol improvements at the

commercial facility, a new detailed EIS would have to be prepared to begin the federal approval process.

The commercial aviation traffic at the HAFB site would be phased-in to meet area flight needs as Miami International Airport approaches capacity Continued government and military use of the Homestead aviation facility would result in the same impacts with all alternatives, e g , additive and single-event flyover noise of military/governmental flight operations on affected human and wildlife populations. Nonetheless, as the commercial flights at the airfield increase over time, the frequency of the overflight effects on the Everglades and Biscayne National Parks (Parks) and nearby communities would surpass the current overflight effects of the existing military/governmental flight operations, and would increase the overall noise level of the area as measured by noise contours

ALTERNATIVES

In addition to the proposed action of converting the HAFB to the Homestead Regional Airport, the remaining action alternatives presented in the DSEIS are three variants of mixed use reuse and a spaceport option Specifically, these are a generic market-driven mixed use alternative (*Market Driven Development*); two specific mixed use proposals formulated by the Collier Resources Company (*Collier Resources Company Proposal*) and Hoover Environmental Group (*Hoover Environmental Group Plan*); and the *Commercial Spaceport Alternative*.

The DSEIS documents the existing impacts of the military/governmental flight operations occurring in the HAFB environs All of the action alternatives will amplify and/or manifest additional impacts. For example, increased aircraft and vehicular traffic, wetland and water quality impacts, noise, especially to users of the nearby nationally important parks, infrastructure needs, surface/ground water impacts, air deposition of aircraft emissions, aircraft and traffic degradation of air quality, potential for hazardous spills, and/or induced growth impacts relative to secondary development

Each of these options shares the same kind of environmental effects with the proposed commercial airport alternative. However, there are notable differences among them in terms of their degree of impact as well as their relative land use compatibility with the Parks. These differences should fundamentally shape the ultimate decision-making.

The following EPA review synopses emphasize substantive impact and compatibility differences among the various action and no-action alternatives. Additional EPA comments and concerns on the presented action and no-action alternatives are provided below and in the attached *Detailed Comments*. It should be noted that the current military flights will continue for all presented alternatives, including the proposed action and the no-action alternative.

Mixed Use Alternative - Market Driven Development (MDD) (Generic Conceptual Plan) - This generic approach would develop the HAFB into a mixed use community with a

market-driven theme focused on a mix of residential, commercial and industrial (non-aviation) purposes.

EPA Review Synopsis: This is a conceptual proposal without a firm sponsor or developer commitment. It would involve significant construction and additional induced off-site development. Noteworthy employment opportunities would attract a considerable number of new residents It is reasonable to assume that developmental and commuter/user traffic impacts will become an important future issue. If a mixed use alternative is selected, the current site remediation plan for HAFB will have to be carefully considered Namely, any development plan will have to be configured for conformance with the existing degree of site clean-up. The original Record of Decision (ROD) for HAFB cleanup will have to be carefully examined. Another, but more problematic solution would be to remediate any non-conforming areas at the HAFB site to higher standards (unrestricted use) than is currently the case. Depending on its specific market orientation, the project theme of this generic mixed use alternative could be compatible with nearby Parks Overall, EPA has some environmental concerns with this alternative, but does not need any additional substantive information at this point. (EPA Rating: EC-1)

Collier Mixed Use Proposal (Specific Proposal) - The Collier Resources' Proposal proposes a development emphasizing golf courses, a recreational park, three hotels, other vacation attractions (e.g., water park, possible aquarium, retail areas), and some light industry. Procedurally, Collier offers to exchange a portion of its oil and gas mineral rights in the Big Cypress National Preserve (Preserve) for surplus property at the HAFB Potentially, this could provide an overall environmental benefit to the Preserve since it would avoid potential water quality problems during exploration/extraction operations as well as perturbation of habitat essential to the long-term survival of the endangered Florida panther.

EPA Review Synopsis: Conclusions regarding impact(s) and use projections for the Collier Mixed Use Proposal are similar to those noted for the generic market-driven mixed use alternative. Unfortunately, this alternative consists of all new construction and offers no reuse/recycling opportunities for existing HAFB facilities. The proposal has a specific developer, offers potentially beneficial environmental trade-offs, and a land use project theme (including recreational facilities, but also light industry) that is generally compatible with the nearby Parks. (EPA Rating: EC-1)

In regard to the potential environmental trade-off, EPA would (irrespective of the sponsor) support an exchange of suitable assets/lands with comparable value to that of the subject HAFB parcels, if the exchange was agreeable to the AF and National Park Service. Although the Colliers have offered to exchange a portion of their oil and gas mineral rights in the Preserve, the speculative nature of the permitability of these rights would affect the valuation process Therefore, EPA would prefer that the assets exchanged would be environmentally significant parcels of land in south Florida that warrant preservation for their habitat, water quality, corridor/buffer or functional value. The value of these lands could be easily assessed and their

acquisition preservation and management would be beneficial to the overall federal/State restoration efforts of the south Florida ecosystem.

Hoover Mixed Use Plan (Specific Conceptual Plan) - The Hoover Plan is also a conceptual plan (no specific developer) that includes industrial/research, commercial, and residential components. Titled the *Wetland Project*, this Plan "showcases" environmental concepts and demonstrations such as recycling, solar energy, sustainable development and a "world class"aquarium.

EPA Review Synopsis: The Hoover Plan would be twice as large as the Collier Proposal in terms of new construction (6 million square feet at full buildout), with correspondingly greater expected developmental impacts Like the Collier Proposal, it would also not reuse any existing HAFB facilities. The Plan has a land use theme which appears slightly more compatible with the nearby Parks than the Collier Proposal due to its environmental demonstrations. (EPA Rating: EC-1)

Proposed Action: Homestead Regional Airport - The airport reuse proposal converts the existing military/government airport into a regional commercial airport servicing commercial and general aviation flights. While the proposal only considers the one existing runway (rather than any expansion of the number of runways), this alternative could nevertheless manage a significant number (150,000) of flight operations by 2015 The potential to further increase the number of flights also exists, i.e., the maximum capacity of the existing runway is 231,000 flights (half of which are estimated to be commercial) Moreover, additional runways could conceivably also be requested to accommodate future air traffic demands. Presently, there is ample agricultural land to the southeast of the existing runway that could be acquired to build such additional parallel runways. However, this is precisely the area which resource agencies are attempting to protect from this type of developmental land use.

EPA Review Synopsis: *The proposal to convert HAFB into a commercial airport would more significantly impact the Homestead and south Dade area than any of the other action options. Specifically, it would fundamentally alter the environmental landscape with direct, induced and cumulative developmental impacts, especially increased aircraft overflights. Noise contours would expand at maximum runway usage, although the DNL 65 dB noise contour (considered critical by the FAA) remains outside of the Parks. However, the frequency of operation would dramatically increase from the current 20,000 annual flights to 150,000 by 2015, then potentially to a single-runway maximum of 231,000. The frequencies of off-site aircraft noise impacts would become almost continuous in some areas during peak arrival/departure periods. Moreover, as demand increases, there is the possibility that this commercial airport could eventually expand into a full-scale, two-runway reliever airport for Miami International. Given the highly unlikely prospects of alternatively siting a new airport in the south Florida, the possibility of HAFB eventually developing into such a full-scale reliever airport with a maximum of 370,000 operations per year and its additional attendant impacts, is a foreseeable possibility.*

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Noise impacts (near-term increased frequency and long-term increased frequency/magnitude) are among the most important effects separating this alternative from the mixed use scenarios. Such a future airport land use would adversely affect Park resources and their public recreational use. Long-term air quality is also a potential issue since there will be an order of magnitude more aircraft operations associated with the commercial airport. Such use is predicted to result in an increase in NOx emissions of 392 tons/year by 2015, and an increase in nitrogen deposition of potentially 0.43 kilograms/hectare in the Everglades National Park and 1.61 kilograms/hectare in Biscayne National Park by 2015. The risk of significant water quality (surface/ground) degradation is also more likely with operation of a commercial airport as compared to the other alternatives. Moreover, there is the potential for hydrocarbon contamination from both normal operational inputs/accidental spills to impact water quality within the nearby Parks at some future time. Water quality impacts from a large source such as the proposed airport located between two national parks could be counterproductive to the water quantity/quality Everglades restoration efforts pursuant to the U.S. Army Corps of Engineers' (COE) Central and Southern Florida Comprehensive Review Study (Restudy) Programmatic EIS.

Given that the entire watershed area north and east of HAFB is designated as 'outstanding Florida waters', the State will require assurances via specific measures that these water bodies will not be adversely affected. We acknowledge that the proposed stormwater treatment system (i.e., Stormwater Treatment Distribution Area, STDA) will in time materially improve the existing localized local water quality problem by receiving and treating waters from Military Canal and by better distributing the treated waters into Biscayne Bay. EPA is on record as being in full support of implementing this system. However, the commercial airport is the development reuse alternative with the greatest potential to adversely affect water quality and retard the important benefits this system will provide.

In regard to Park wildlife responses to noise and other airports impacts, their adaptability is species dependent. Common and endangered species will either adapt or be displaced by less sensitive species. Although certain species may already be displaced by existing military/governmental flight operations, EPA is concerned about the effects of the proposed additional frequency of commercial overflights on remaining populations. We understand from the U.S. Department of the Interior (DOI) that proposed flight paths would traverse over Cape Sable Seaside Sparrow breeding habitat, woodstork and spoonbill foraging habitat, and crocodile nesting areas. Conversely, we are also concerned about the potential for common bird species being attracted to the cleared airport area as a forage area (edge effect) and the associated potential for bird interference with aircraft flights at takeoffs and landings. Overall, however, EPA will principally defer to the DOI regarding the specific effects of airports and airport expansions on wildlife populations since DOI ultimately has the responsibility for administering the Endangered Species Act and other federal fish and wildlife mandates.

Impacts associated with the commercial airport are examined sufficiently in the DSEIS to reach a decision about their overall acceptability. We believe that siting a commercial airport between

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the Everglades and Biscayne National Parks is inappropriate. EPA has serious environmental objections to this alternative and requests some additional information/clarification in the FSEIS, but does not require any additional substantive information as a basis for our decision. (EPA Rating: EO-2)

Commercial Spaceport Alternative (Conceptual Plan) - The Commercial Spaceport Alternative is a conceptual plan which proposes an operational facility for routine horizontal launching of space vehicles.

EPA Review Synopsis: The speculative nature of a spaceport plan and the absence of an accurate understanding of its impacts suggest a delay in its implementation. Environmentally, this alternative would be expected to result in less developmental/induced impacts than some of the other proposals. However, there is a safety concern for on-site storage of hazardous materials as well as effects of airborne combustion products on area biota during repeated launches. Noise impact are also a concern for single-event spacecraft launches, with the DNL 65 dB noise contour predicted to extend into Biscayne National Park (i.e., greater DNL noise impact than is predicted for the proposed action commercial regional airport). However, while noisy, the frequency of such launch events is projected to be more limited than aircraft flights, but nevertheless is predicted to be more and one per day (480 per year). While the spaceport is a land use of concern, it is marginally more compatible with the user experience objectives fostered by the nearby Parks than the commercial airport because of its limited event nature. Nonetheless, there are many unassessed impacts associated with this alternative. If this option were eventually selected, these impacts would need to be clarified and additional NEPA documentation prepared by the FAA. While this alternative is speculative, EPA has a variety of environmental concerns associated with it. (EPA Rating: EC-1)

EPA Review Synopsis for Potential "Spaceport/Mixed Use Hybrid Option." In addition to the DSEIS spaceport (only) alternative, EPA understands that there has been some discussion about combining the spaceport option with a mixed use venue. The mixed use development would provide an economic focus until commercial spacecraft become feasible. Such a hybrid alternative would still include significant single-event noise levels. However, this hybrid would result in land use that is incrementally more compatible with the nearby Parks than the commercial airport proposal. EPA would nevertheless have environmental concerns with this alternative. (EPA Rating: EC-1)

No-Action Alternative - This alternative would not change the status quo of the airfield at HAFB or otherwise reuse the site. The existing 20,000 annual military flight operations and their associated noise levels would continue.

EPA Review Synopsis: *The No-Action Alternative would have the least direct environmental impacts of all the alternatives. No additional impacts would be incurred (other than routine or planned upgrades, or possible light development), although noise impacts associated with the*

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current military flights would remain. The economic reuse potential of HAFB is accordingly affected. (EPA Rating: EC-1)

CONCLUSIONS AND RECOMMENDATIONS

EPA is concerned about the direct/indirect, induced, and cumulative impacts engendered by all the action alternatives, especially impacts on the nearby biologically sensitive Park ecosystems. To reduce these concerns for any reuse alternative selected, both in the near-term and at full buildout in 2020, the selected alternative should include a commitment/mechanism to establish a buffer associated with the HAFB site to protect the Parks from anticipated development. These buffer lands would preclude induced development and associated impacts from being located in corridors directly adjacent to the Park ecosystems. We recommend that such lands be acquired by an appropriate sponsor or government entity and either be preserved/managed in perpetuity or, where appropriate, leased back to current farmers for continued agricultural use. Additional coordination with the local, State, and federal entities currently working toward securing such protected lands should be pursued.

Specifically, EPA objects to the proposed action to convert the HAFB into a commercial regional airport because of the previously detailed potential noise and water/air quality impacts. We believe that siting a commercial airport between the Everglades and Biscayne National Parks is inappropriate. Instead, we strongly recommend an environmentally sensitive mixed use alternative be selected by the AF/FAA as their preferred alternative in the Final SEIS (FSEIS) and as their selected alternative in their ROD. Of the presented mixed use alternatives, the Collier Proposal with some important modifications and assurances, currently appears to be the most feasible. Regardless which mixed use option is ultimately selected, it should have the following attributes: 1) have a recognized sponsor and qualified developer, 2) is less conceptual in nature and therefore presumptively implementable, 3) limits additional industry and is generally compatible with and adequately buffered from the nearby Parks, and 4) does not foster additional substantive noise impacts.

In order for the Collier Proposal to be considered further, it should be assured that, 1) a suitable transfer of Collier lands and/or mineral rights is achievable, 2) the AF and National Park Service determine these assets have comparable (environmental and otherwise) value to the HAFB property being traded, 3) growth to full buildout is limited commensurate with the ecological sensitivity of the area, 4) construction is accomplished according to Best Management Practices monitored by a third-party, 5) long-term operation incorporates environmentally sensitive practices (e.g., reduced pesticides and fertilizer use on golf courses) with monitoring for water quality and other parameters, 6) the complex is adequately buffered from the Parks by natural or planted greenway corridors, 7) site layout design for any new development conforms with presently agreed upon specific site remediation standards or additional remediation is completed commensurate with the proposed new land use where necessary, and 8) the State and county oversee appropriate land use controls/zoning restrictions which take into account both the associated local development and regional cumulative impacts in Dade County.

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In further regard to the potential Collier environmental trade-off of environmental assets, EPA strongly suggests that the assets exchange be for environmentally significant Collier parcels of land in south Florida that warrant preservation for their habitat, water quality, corridor/buffer or functional value. The value of these lands could be easily assessed and their acquisition, preservation and management would be beneficial to the overall federal/State restoration efforts of the south Florida ecosystem. Under separate cover, EPA plans to provide the AF/FAA with maps of ecologically significant parcels that could be candidates for such an exchange.

EPA rates the proposed action as EO-2, i.e., we have serious environmental objections to the selection of HAFB as a commercial airport for the above-noted reasons and request additional information/clarification in the FSEIS, but do not require any additional substantive information as a basis for our decision. Accordingly, EPA strongly recommends that the AF/FAA develop/select a mixed use alternative as its preferred alternative in their FSEIS/ROD that is compatible with and minimizes potential impacts to the nearby sensitive Park ecosystems. On the basis of the presented information, EPA believes that the Collier Mixed Use Proposal with the noted modifications and assurances, is the environmentally preferred alternative and should be pursued further in the FSEIS. Aspects of the Hoover Mixed Use Plan are also attractive to EPA such as its environmental demonstrations, research, and practices. Consideration should be given to their integration into the preferred alternative.

EPA appreciates the opportunity to comment on the DSEIS. We look forward to additional coordination on this complex issue with the AF, FAA, and involved State/federal resource agencies. If I may be of additional assistance, please do not hesitate to call on me or my staff (Heinz Mueller, Chief of the Office of Environmental Assessment, available at 404/562-9611).

Sincerely,

John H. Hankinson, Jr.
Regional Administrator

Attachment - *Detailed Comments*

DETAILED COMMENTS

These detailed comments provide more specific information on the presented reuse alternatives and their environmental impacts. Our impact comments are generally relevant for all alternatives unless otherwise specified.

ALTERNATIVES:

The following alternatives summary provides background information on use projection statistics for a more detailed comparison of the presented alternatives.

Mixed Use Alternative - Market Driven Development - This generic plan would entail extensive new construction (941,000 square feet [ft^2] by 2005 and 7,626 million ft^2 [M ft^2] at full buildout in 2020) with some reuse of existing facilities (465,000 ft^2). The proposal would also induce off-site development, although increases seem fairly reasonable (i.e., within the range of the three mixed use alternatives: 807-1,731 acres at full build-out over the projected baseline). Nevertheless, water and air quality impacts as well as other impacts such as habitat loss associated with such development can be expected. The market-driven mixed use alternative would generate significant construction and direct on-site jobs (1,871 jobs in 2005 and 12,052 jobs at full buildout) plus total off-site jobs essentially matching these figures (i.e., within the range of the three mixed use alternatives: 1,855-3,976 jobs by 2005, 4,680-7860 jobs by 2015 and 7,138-12,425 jobs at full build-out). The significant number of new on-site workers (340 by 2005 and 3,440 at full buildout) would generate traffic impacts involving air quality and congestion (6,251 average daily trips by 2005 and 52,940 at full build-out). Some 1,000 in-fill residents can be expected in south Miami-Dade by 2015, resulting in 500 acres of development.

Collier Mixed Use Proposal (Specific Proposal) - The Collier Proposal projects no facility reuse and expansive new construction (1,040 M ft^2 by 2005, 1,832 M ft^2 by 2015, and 2,840 M ft^2 at full buildout in 2020). The proposal would also induce a relatively limited amount of off-site development totaling 530 acres for residential, commercial and industrial development by 2015, and an additional 250 acres thereafter. On-site job opportunities are projected to be fairly significant (2,111 by 2005 and 6,810 by full buildout) with an additional 4,700 off-site jobs by 2015. Commuter/user average daily traffic would be significant (17,580 trips by 2005 and 37,402 at full buildout).

Hoover Mixed Use Plan (Specific Conceptual Plan) - The Hoover Plan proposes no facility reuse and has new construction impacts that are twice those of the Collier Proposal at full buildout (1,768 M ft^2 by 2005, 4,656 M ft^2 by 2015, and 6,156 M ft^2 at full buildout in 2020). It can be expected to have correspondingly greater developmental and induced growth impacts than Collier. Total on-site job opportunities are estimated to also be significant and greater than the Collier Proposal (3,047 jobs by 2005; 6,819 by 2015; and 10,910 at full buildout). Accordingly,

total user vehicular traffic would also be significant (28,789 daily trips by 2005; 48,931 by 2015; and 66,748 at full buildout) such that associated congestion and air quality problems can be expected.

Proposed Action: Homestead Regional Airport - This airport reuse proposal would reuse 449,000 ft^2 of the existing airport, but new construction would still be significant (700,000 ft^2 by 2005 and 6,370 M ft^2 at full buildout). While the proposal only considers the one existing runway, the airport operations as well as the number of runways could also be expanded. New commercial flights paths from the Caribbean and southern hemisphere are also conceivable to accommodate tourists in the Miami area and the Florida Keys.

From an economic perspective, the proposal would generate a significant number of total on-site jobs (2,210 by 2005 and 17,459 at full buildout) and an even greater number of total off-site jobs (2,316 by 2005 and 20,995 at full buildout), and include a 200-room hotel and similar attendant airport facilities such as an expansive 75-acre off-site parking lot. Some 10,600 in-fill residents are expected. Significant induced development (216 acres by 2005 and 2,862 acres at full buildout) of residential, commercial and industrial sites are also projected, which would result in developmental impacts. Site-related daily vehicular trips would also be significant (6,502 trips by 2005 and 67,007 trips at full buildout).

Commercial Spaceport Alternative - There is considerable uncertainty associated with the Commercial Spaceport Alternative since it is without a developer and there is currently only a conceptual need for commercial space flights and spacecrafts. Notionally, however, some 480 annual spacecraft operations are projected. Both the square footage to be reused (460,000 ft^2) and the new construction are rather limited (746,000 ft^2 by 2005 and 3,068 M ft^2 at full buildout). Total on-site employment (2,261 jobs by 2005 and 6,600 jobs at full buildout) and a similar number of off-site employment (2,144 jobs by 2005 and 6,417 jobs at full buildout) are also less than or similar to the other action alternatives, perhaps due to the speculative nature of the Plan. Off-site development is also consistent with this trend, since only limited acreage is projected (195 acres by 2005 and 646 acres at full buildout). Site-related user daily vehicular trips would also be relatively reduced (7,103 by 2005 and 22,480 at full buildout). Noise impacts would be a concern for single-event spacecraft takeoffs, with the DNL 65 dB noise contour predicted to extend into Biscayne National Park (i.e., greater DNL noise impact than is predicted for the proposed action commercial regional airport, although fairly infrequent events).

No-Action Alternative - This alternative would not change the status quo of the airfield at HAFB or otherwise reuse the site. The economic reuse potential of HAFB is accordingly affected. However, it would have the least direct environmental impacts of all the alternatives. No additional impacts would be incurred (other than routine or planned upgrades, or possible light development), although the existing 20,000 annual military flight operations and their associated noise levels would continue.

NOISE:

In general, the DSEIS provides both a good description and analysis of the potential community noise impacts of the various alternatives. Our major concern is that the DSEIS does not have specific commitments to mitigate the potential community noise impacts of any of the alternatives.

Full Noise Disclosure - It appears that some tables were left out of Chapter IV of the Appendices. Table IV-2 exists, but the next table is Table IV-12. While there is a great amount of data concerning community noise, we were not able to locate the grid point data tables for Exhibit IV-5 in Chapter IV of the Appendices. The last sentence in paragraph 5 located on page IV-6 of the Appendices indicated that this information is included in the tables presented in Chapter IV. Since the material for Appendix E was excerpted from the Technical Memorandum, we believe that the missing information was inadvertently left out. We recommend that either the information be included in the appendix or, where appropriate, the reader be directed to where this information can be found.

Community Noise Impacts - Without noise mitigation, all the alternatives will have residential units located in the DNL 65 dB contour. In general, residential housing in the DNL ≥65 dB contours is considered to be a noncompatible land use. The current aircraft operations create a DNL 65 dB contour which contains 95 residential housing units, with approximately 656 people. This impacted population is projected to remain the same for both the mixed use and no action alternatives. Since airport aircraft operational levels will increase in the future for both the commercial airport and the spaceport alternatives, the impacted residential population levels will also increase.

The impacted population is located southwest of the Homestead runway. The 95 impacted housing units are part of a 311 unit low-income, indigent person housing that is operated by the City of Homestead Housing Authority. Concentrating housing and other sensitive receptors in the vicinity of HAFB was and is ill-advised from a noise and land use compatibility perspective.

Community Noise Mitigation Issues - the FSEIS will need to commit to specific community noise mitigation. A general discussion of possible mitigation measures is not sufficient (see pg. 4.5-19).

* Commercial Airport - EPA strongly recommends that mitigation for this alternative include a requirement that Miami-Dade County Aviation Department relocate all residential housing located in the existing and future DNL ≥65 dB contours. Since there are only 311 residential units in total, we also recommend that the all 311 units be relocated. In addition, we recommend that in order to prevent future noncompatible residential land use around the airport, local zoning be modified to not allow residential development or other noncompatible land uses to occur in the existing and future DNL ≥65 dB contour areas.

* Mix Use Alternative - Since there is no direct federal process that would require existing and future aircraft noise to be mitigated, we recommend that the FSEIS at least discuss

the option that either the Mixed Use sponsor and/or the county could voluntarily relocate the residential housing units that are located in the DNL 65 dB contour. We also believe that in order to prevent any future noncompatible residential development in the DNL 65 dB contour, the existing zoning in this area should be modified to not allow residential development or other noncompatible land uses.

* Spaceport - It is likely that FAA's Office of Commercial Space could require, through the licensing process, that the spaceport sponsor provide appropriate residential noise mitigation, particularly to the northeast where noise contours will increase. Again, we believe that the existing zoning in this area should be modified to not allow residential development or other noncompatible land uses.

AIR QUALITY:

General - Tables 2.2-8 and 4.2-1 summarize daily trips for the various reuse alternatives. The values for the year categories are significantly different. Clarification should be provided in the FSEIS as to whether Table 2.2-8 only reflects trips beginning and ending within HAFB, and Table 4.2-1 documents all trips with HAFB as a destination. If these are, in fact, two distinct trip categories, traffic volume associated with the airport proposal could be considerably more significant.

Commercial Airport - Based on a review of the current Long Range Transportation Plan (LRTP), the new roads identified in the alternatives are not in the twenty-year plan. If these roads are critical to the viability of the airport or any of the other alternatives, appropriate transportation planning authorities (Dade County, Florida Department of Transportation, and/or appropriate metropolitan planning organization) should consider them in the next LRTP. It should be kept in mind that the LRTP must demonstrate transportation conformity. This includes meeting the air quality emissions budget and a demonstration that the plan is constrained fiscally.

We recommend that a more balanced plan to benefit air quality be prepared by appropriate transportation planning authorities and should examine transit alternatives including light rail connections to logical termini in Miami. Currently, the LRTP does not include such measures, but inclusion of this measure would not only provide additional transportation alternatives, it could have the potential to decrease the impacts of increased airport-related traffic.

Mixed Use Alternatives - As appropriate, transit should be considered as a mitigation measure under any of the mixed use alternatives. This is especially true since the mixed use alternatives rely heavily on transit as a means for connecting transportation destinations. If a mixed use option is selected, an evaluation of transit rail connection should be considered in addition to the current busways. Alternatively and as part of the overall planning for Dade County, the County, Federal Transit Authority and/or a local sponsor should consider construction of transit for any implemented mixed use alternative to reduce air quality impacts.

Spaceport Alternative - This alternative is speculative at this time and therefore is difficult to assess to terms of air quality impacts (e g , what fuels would be used for the spacecrafts and what corresponding emissions/emission amounts would be released into what ambient air quality?). A more definitive operation plan will be necessary before any detailed comments can be made If the spaceport plan is pursued, such information would likely need to be presented in a separate NEPA document prepared by FAA specific to the spaceport alternative(s).

WATER QUALITY:

Table 3.10-3 (pg 3.10-8) needs to be revised in some respects Namely, the Florida Department of Environmental Protection (FDEP) metals criteria listed are for marine waters whereas Military Canal is a freshwater system until it enters Biscayne Bay It would be most useful to have separate columns for FDEP's marine and freshwater criteria in the FSEIS. It should be noted that FDEP does have a marine and a freshwater water quality criterion for turbidity, i e , the standard is less than or equal to a increase of 29 nephelometric turbidity units (NTU) when compared with natural background Additionally, FDEP has no water quality criterion for total ammonia The 0.02 mg/l listed actually applies to un-ionized ammonia and is applicable only to freshwater A footnote to the table indicates that the "NTU" designation refers to a Jackson turbidity metric unit. The term "NTU" usually refers to nephelometric turbidity units (and is so specified in the FDEP water quality standard)

Table 3.10-5 has several errors in regards to FDEP criteria. Namely, the table indicates that there is no heptachlor criterion. The actual number is 0 00021 ug/l as an annual average for fresh and marine waters; freshwater daily maximum of 0.0038 ug/l; and marine daily maximum of 0.0036 ug/l The aluminum criterion listed is for marine waters only The arsenic value is for total arsenic which is the same for both marine and fresh waters. The beryllium number is an annual average which is the same for marine and fresh waters. The 9 3 ug/l for cadmium is the value for marine waters; the criterion for fresh waters varies with hardness The 2.9 ug/l for copper is the value for marine waters; the criterion for fresh waters also varies with hardness.

The development of a Stormwater Treatment Distribution Area (STDA), as noted in the proposal in Section 2.8 3 (pg. 2.8-5), is essential. Routing the canal discharge into the STDA combined with their CERCLA remediation appears to be an excellent way to address many of the environmental concerns about potential degradation of water quality in Biscayne National Park The ROD for the EIS should make a fundamental commitment to implementation of this system. Moreover, all subsequent documentation by the involved parties should have this system as a central tenant of whatever reuse scenario is selected.

ENDANGERED SPECIES:

None of the action alternatives are without adverse consequences to area biota, potentially including endangered species. The specific layouts of each alternative should avoid endangered

species and their critical habitat Continued coordination with the U S Fish and Wildlife Service is advised.

Specifically, on-site construction associated with the proposed commercial airport would impact an estimated 144 acres by 2005 and 710 acres by full build-out A total of 51 sensitive species occur or have the potential to occur This includes five federally-listed species and 46 state-listed or sensitive species. Further, secondary development would disturb another 2,000-3,000 acres. There was the implication (pg 4 11-5) that many of the acres situated on the former HAFB property are already disturbed and are not worth protecting (pg 4 11-11) This conclusion is unsupportable in our view. For example, we believe that the remaining 16 7 acres of remnant pine rocklands, a vanishing habitat in south Florida, should be protected to the maximum extent possible given the large number of sensitive plant species located there

The implementation of the commercial airport alternative assumes conversion of a significant amount of vacant/agricultural lands situated near the former HAFB to commercial/residential use This would have pronounced impacts on the long-term survival of the eastern indigo snake and the rock rimmed crown snake Even with the current perturbations associated with human presence, some individual snakes may still be found on these sites However, their continued presence would be even more conjectural in an environment interwoven with paved roads and vehicular traffic. The indigo snake is a constrictor subsisting on a variety of small vertebrates such as mice and lizards. These prey species thrive in relatively undisturbed areas; hence, the projected land use changes are doubly of concern

The discussion in the document regarding impacts on endangered species resulting from conversion of vacant/agricultural lands to commercial/residential fails to take into account the relationship of animals to their extended environment The long-term viability of a species needs to be considered in relation to its food web as a whole. This includes the indirect project impacts on populations of their prey species and complex interaction of food-prey relationships. Since small mammals and other vertebrates comprise the food basis for the larger forms, their habitat must be taken into account when assessing significance.

CERCLA:

All environmental investigation and cleanup to date has been carried out in accordance with the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) and the *Homestead Air Force Base Re-Use & Economic Redevelopment Plan, July 1, 1993*, i.e., the plan developed by the community for the reuse and redevelopment of the former HAFB as a commercial airport. Consistent with this direction, some parts of the property were remediated to unrestricted reuse, i.e., to residential use standards, whereas other parts of the property have only been cleaned up for restricted reuse, i.e., to industrial use standards. Those parts of the property that have been cleaned up for restricted reuse will have land use control restrictions which will limit their future uses. Hence, it is important for decision-makers to understand that if an alternative other than the commercial airport is eventually selected, additional areas may need to

be remediated and/or cleaned up to higher standards than is currently the case. The responsible party in this regard will also have to be determined.

CUMULATIVE IMPACTS:

In addition to the reuse of HAFB, numerous other federal and commercial activities are ongoing, proposed, or planned for the foreseeable future in south Florida. The DSEIS lists the widening of U.S. Highway 1, the COE's Central and Southern Florida Comprehensive Review Study (Restudy), the STDA (see above comments under *Water Quality*) proposed east of HAFB, and general development associated with the continuous population growth in south Florida. Any reuse of HAFB must be compatible with such activities, i.e., should not be counterproductive to the Restudy restoration efforts or with making growth sustainable in south Florida.

In the absence of a commercial airport at HAFB, other existing commercial airports in the region may instead become reliever airports, and their safety, capacity limitations and environmental issues need to be considered as well by decision-makers and in the overall sustainable development of south Florida. EPA looks to State and county officials to oversee such development to ensure that it be managed, sustainable and appropriately zoned Such management should also be aware that all action alternatives in the DSEIS would result in varying levels of development and its associated impacts such as transportation issues. As suggested above (see comments under *Air Quality*), overall planning should therefore consider the possibility of providing transit transportation (rail and bus) to the HAFB site and beyond as opposed to limiting it to vehicular traffic Vehicular traffic would likely become congested and could create an air quality problem and thereby detract from the recreational value of some alternatives for HAFB reuse (e g., mixed use developments) and south Florida in general.

EDITORIAL NOTE:

The unnumbered table on page 32 of the summary document summarizes use projection statistics of the various alternatives. We find the table very useful but note that the mixed use alternatives are lumped into one category with a range of data being offered. EPA recommends that in order to compare the three presented approaches of mixed use, individual data should be provided for all three options rather than the provided range of data for all three

THOMAS M REYNOLDS
27TH DISTRICT NEW YORK

COMMITTEE ON RULES

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002754

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Congress of the United States
House of Representatives
Washington, DC 20515

March 6, 2000

Homestead SEIS
AFB/EX
1700 North Moore Street
Suite 2200
Arlington, VA 22209-2802

To Whom It May Concern:

I write to forward the opposition of one of my constituents to the proposed transfer of Homestead Air Reserve Base to Miami-Dade County for the development of a large commercial airport.

Mr Patrick P. Lee, a property owner in Key Largo, Florida, harbors several concerns with the proposed transaction of which I would like to make the Air Force aware. It is the position of Mr. Lee that the environmental repercussions of the proposed transfer would be grave in that locating a large commercial airport in the area would dangerously pollute surrounding areas and threaten thousands of acres of residential land and wildlife habitats.

I am aware that a number of alternative proposals exist to develop the base for mixed commercial and residential uses. According to Mr. Lee, these alternate plans pose less of a risk to the natural environment of South Florida while continuing to promote the economic development of the region. Alternate preferable sites are also available for the proposed development of additional commercial air capacity in the region.

Because of the sensitive nature of this proposed transaction, it is advisable that the Air Force take a long, hard look at all reasonable options for Homestead Reserve Air Base to strike a balance between needed regional economic development and the preservation of our national resources.

Thank you for your consideration in this matter.

Sincerely,

THOMAS M REYNOLDS
Member of Congress

002756

NATURAL RESOURCES DEFENSE COUNCIL * BISCAYNE BAY FOUNDATION * EVERGLADES DEFENSE COUNCIL * NATIONAL PARKS AND CONSERVATION ASSOCIATION * OCEAN REEF COMMUNITY ASSOCIATION * SIERRA CLUB * SIERRA CLUB MIAMI GROUP * TROPICAL AUDUBON SOCIETY * TROPIC.ORG * WORLD WILDLIFE FUND

March 7, 2000

Homestead SEIS
AFBCA EX
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RE: *Comments on the Draft Environmental Impact Statement for the Redevelopment of Homestead Air Force Base (AFB)*

Introduction

The Natural Resources Defense Council (NRDC), Biscayne Bay Foundation, Everglades Defense Council, National Parks and Conservation Association, Ocean Reef Club, Sierra Club, Sierra Club Miami Group, Tropical Audubon Society, Tropic.org, and World Wildlife Fund jointly submit these comments on the December 1999 Draft Supplemental Environmental Impact Statement ("Homestead DSEIS" or "DSEIS") for the redevelopment of Homestead Air Force Base ("Homestead" or "Homestead AFB") as a commercial airport. See 65 Fed. Reg. 3448, 3449 (2000). Some of our organizations have also submitted comments separately.

The information provided in the DSEIS, along with other readily-available material, reinforce what has really been clear for some time: the Homestead base is a horrible site for the proposed large commercial airport. The site is surrounded by two national parks and a national marine sanctuary (which give just some indication of the area's ecological value), has a groundwater table just beneath the surface, and is subject to torrential rains and storms, among other extremely environmentally-sensitive characteristics. When a facility is developed that emits pollution the equivalent of a medium size coal-fired power plant, flies 230,000 operations overhead, has little capacity to manage polluted runoff because of the location's hydrogeological characteristics, and spurs considerable economic activity in the midst of agricultural land and open space, the results are absolutely predictable.

But the DSEIS does not reach what really should have been easily-reached conclusions. This failure appears to be the result of significant errors in key assumptions combined with omissions of critical analyses. In some instances, in particular involving

the critical environmental issues of water and noise impacts, the flawed assumptions are so fundamental that entire sections of the DSEIS are of limited use. Because the discussion of the Proposed Action is particularly, indeed almost uniquely, plagued by DSEIS' deficiencies, we focus our comments upon the Proposed Action, rather than the alternative actions.

Up front, we want to express our considerable disappointment in the quality of the DSEIS, particularly given the tortured history of this process. For all its volume and the time and expense in its preparation, the DSEIS falls far short of complying with the requirements of the National Environmental Policy Act (NEPA). As we detail in the body of our comments, the report is strongly biased in favor of the proposed airport and is frequently hopelessly confusing in its organization and discussion. The DSEIS fails to serve the critical function NEPA intends for it: a reference document containing a hard look at the environmental impacts for decisionmakers who must make a very significant decision for the future of South Florida's environment and the National Parks system.

In the preparation of these comments, we enlisted the assistance of the following experts from a variety of disciplines. To a person, these technical experts were critical of the DSEIS:

Glenn A. Bales is President of Geospec, Inc., an aviation consulting company. He has forty-five years of experience in the aviation field and specializes in airspace and compatible land use analyses.

Stephen A. Bortone is Director of Environmental Science, The Conservancy of Southwest Florida, and Research Professor, Florida Atlantic University. Dr. Bortone specializes in aquatic ecology.

Daniel L. Childers is an Associate Professor in the Department of Biological Sciences, Southeast Environmental Research Center, Florida International University in Miami, Florida. His areas of expertise are in the fields of wetland ecology, ecosystems ecology, and biogeochemistry.

Alvin A. Cook, Jr. is President of Planning Systems International, an aviation consulting firm. Dr. Cook specializes in analysis of airport operations and airport development, among other aviation issues.

James Foch is an environmental acoustics specialist at Foch Associates in Danville, California and a Senior Physicist at Lawrence Livermore National Laboratory, Livermore CA. Dr. Foch has extensive experience in environmental acoustics, particularly involving noise issues in national parks and other natural resource areas.

Brian E. Lapointe is the Director of the Marine Nutrient Dynamics Division, Harbor Branch Oceanographic Institution in Ft. Pierce, Florida. His areas of expertise are in the

fields of algal physiology and biochemistry, seagrass and coral reef ecology, eutrophication and environmental impact assessment.

Harold R. Wanless is a professor in the Department of Geological Sciences in the University of Miami in Miami, Florida and is a Registered Professional Geologist. Dr. Wanless presently sits as Chair on the Scientific Survey Team of the Biscayne Bay Partnership Initiative. His expertise is in the fields of sedimentary geology and marine geology.

Steve Washburn is a Principal at ENVIRON Corporation in Princeton, New Jersey. He has 15 years of experience in environmental science and engineering, with specific expertise in risk assessment and in risk-based engineering. Specific areas of expertise include contaminant fate and transport and risk-based evaluation.

We cite the experts' reports throughout our comments as appropriate and append their full reports.

Summary of DSEIS' Deficiencies

In the body of this letter, we discuss in detail the considerable shortcomings of the DSEIS. In sum, these deficiencies include the following.

Noise

- The DSEIS asserts that the sum result of dozens, frequently hundreds, of airplanes overhead will be just a few minutes of "new" aircraft noise. This conclusion is clearly flawed and is the result of using "background" levels frequently higher than 95% percent of the non-aircraft sounds heard at a particular site.

Water Resources

- The DSEIS takes stormwater loadings reductions it hopes will occur with Phase I development (next 3-5 years) at the proposed airport and applies these reductions to *all* future phases of the airport's development. But unlike Phase I – for which the prospective airport developers have at least proposed a stormwater management plan – there is no stormwater plan on the table for later phases of the airport's development. Yet, it is these later phases in which most of the new impermeable surface and stormwater runoff will be created – indeed, the amount of stormwater generated by development after 2005 is twice that of development before 2005. Without justification, the DSEIS makes no discussion about the vast acreage it would take to treat this stormwater, the impacts of such treatment, or the impacts of discharging the highly-polluted water to the Bay.

- The DSEIS recognizes that the commercial airport will create huge quantities of polluted groundwater flowing into Biscayne Bay. But the report discounts the import of

such pollution by claiming that it will take 50-100 years to reach the Bay. This migration rate, however, appears to be based upon dry season average flow. Its use by the DSEIS fails to account for the fact that most groundwater flow will occur in the wet season and, with its flow accelerated by cavities in the local geology, high hydraulic head, and draining into nearby canals, will reach in the Bay in a matter of weeks or months, not decades.

- The DSEIS claims that the airport will spur very little new development in south Dade County; accordingly, impacts such as habitat loss, increased stormwater, air pollution, and congestion, to name just a few, will be minimal. But the basis for such assumptions appears to be that virtually every one of the south Dade residents currently working in the county's north will take a job at the airport. Specifically, of the approximately 23,000 jobs estimated to be created by the airport, only 4000 will be taken by persons moving to south Dade -- or so the DSEIS assumes. No basis is provided for this astonishing assumption and the information provided in the DSEIS does not otherwise support it.

- Even as the DSEIS underestimates the volume of stormwater to be produced by the airport, it assumes that the highly-polluting airport and the urbanization of South Dade that it will spearhead will have no effect on the concentration of pollutants in the stormwater. Specifically, it assumes the airport – which will emit tons of pollutants daily into the air -- will cause no additional loadings to surface water (or groundwater) around the site. Obviously, it will. Moreover, the DSEIS assumes that the Miami-Dade Aviation Department will wholly mitigate for environmental contamination and spills on-site – an assumption not supported by the agency's continued string of environmental and consent decree violations. As for off-site development, the assumption that pollutant concentrations will remain the same is equally invalid, as the secondary development will clearly consume open space that currently serves critical filtering functions and increase the intensity of developed land's usage.

- The DSEIS thus overlooks the Proposed Action's certain harmful impacts on Biscayne Bay and other treasured environmental resources. With more than double the volume of more-polluted stormwater discharging into it than assumed in the DSEIS, the Bay's ecology will be severely impacted. Flora like seagrass that are sensitive to salinity changes and pollution will die-off, potentially triggering cascading disturbances throughout the estuarine and marine environment. The decline of sensitive coral reefs will likely accelerate. With such changes to keystone components of the Biscayne Bay and Florida Keys ecosystems, other flora and fauna will also likely decline.

Air Quality

- The DSEIS – although it calculates emissions of toxic air pollutants – fails to assess the potential health impacts of such emissions. When we conducted rudimentary risk calculations, it was determined that the proposed airport would likely cause cancer risks to increase 10 to 100 fold and to exceed levels generally considered significant.

Miscellaneous

- The DSEIS asserts that Dade County will be in need of a relever airport for Miami International Airport (MIA) by late in this decade. But this conclusion relies upon outdated projections and traffic levels. When more current traffic levels and projections are used, MIA does not appear to require a relever airport until approximately 2025.

* * * *

We share the concerns of the Department of Interior about the Proposed Action as expressed in its letter to AFBCA, dated February 1, 2000. We agree with the Department's statements about the Proposed Action's likely impacts on important natural resources in South Florida and join in the Department's support for the Mixed Use Alternative, although we specifically do not agree with the letter's statements concerning the adequacy of the analysis provided in the DSEIS. In this comment letter, we attempt not to repeat Interior's specific concerns about the Proposed Action and instead incorporate by reference herein the letter's discussion of the environmental threats posed by the proposed airport.

We also incorporate herein by reference our prior correspondence (with attachments) concerning the DSEIS and the decision to prepare this document. This correspondence and the documents contained therewith bear directly on what we believe to be the DSEIS' deficiencies. We request that the Air Force ensure that these documents have been placed in the administrative record for this proceeding.

Everglades and Biscayne National Parks provide significant economic benefits to Florida and Miami-Dade County from tourism and recreation. Everglades National Park receives close to 1 million visitors per year and is internationally recognized as both a World Heritage Site and Biosphere Reserve. Biscayne Bay receives nearly 500,000 annual visitors and is an important recreational resource for the surrounding greater Miami urban area. At both national parks, visitors seek the solitude of a quiet, wilderness setting and enjoy vast open skies during the day and clear dark skies at night.

The Proposed Action would change all that. We respectfully request that the Department of the Air Force not proceed with the Proposed Action based upon the analysis presented in the DSEIS.

DISCUSSION

NOISE

I. The DSEIS' Analysis of Noise Impacts is Flawed

A. The DSEIS Incorrectly Characterizes Traditional Ambient Sound Levels

The most significant flaw in the DSEIS' analysis of noise impacts concerns the use of "traditional ambient" sound levels. The DSEIS uses calculations of the estimated time that aircraft noise will be heard above "traditional ambient" sound levels, or what might be considered background levels, as a key measure for noise impacts on the national parks.

But the "Time Above" or TAamb calculations provided in the DSEIS appear to indicate little noticeable impact from the proposed airport. Generally, the SEIS claims that "[o]ver Biscayne NP and Crocodile Lake NWR, duration of TAamb are projected to increase with the introduction of commercial traffic at HST. Increases in most of Biscayne NP would be less than 1 minute per day, with increase of up to 10 minutes per day generally closer to the airport, and an increase of up to 30 minutes per day in one grid." DSEIS at 4.5-32.

Given the literally hundreds of flights to occur daily over some of these sites, such calculations make little intuitive sense. In fact, the calculations are hugely flawed. The problem lies in the SEIS' deficient characterization of ambient sound levels. These flaws can be summarized as follows:

(1) The SEIS neglects variations in natural sounds during the 24-hour day, and from season to season.
(2) The SEIS inaccurately separated out current aircraft sounds in determining traditional ambient; and
(3) The SEIS uses energy averaging – inappropriately – to characterize "traditional ambient" levels.

The report by Dr. Jim Foch appended as Exhibit A details these flaws. We refer the reader to this report in its entirety for this further discussion.

We also note that the DSEIS' reliance upon "traditional" ambient calculations bias the analysis in an additional manner. The only intruding sounds excluded from the "traditional ambient" baseline are current aircraft sounds. Other human-caused intrusions are included in the calculation, even if the intrusions are unwelcome and might be

reduced in the future by regulation. The reliance upon the "traditional' ambient rather than a "natural" ambient, which the DSEIS appears to also measure but then fails to employ meaningfully, circumvents the NPS' mandate to regulate its own soundscape. This utilization of traditional ambient is particularly troubling in this instance as development of a soundscape management plan is underway in Biscayne National Park.

Finally, it is important to note that, according to FAA records, annual government operations at Homestead are now approximately 20% less than projected in the DSEIS. This obviously decreases the relative importance of military flights in noise impacts caused by the Proposed Action.

WATER RESOURCES

I. The DSEIS' Discussion of the Proposed Action's Impacts on Water Resources is Grossly Inadequate

Airports are well-known to be significant sources of water pollution. The facilities create large quantities of stormwater polluted with a variety of hazardous chemicals, including fuel, lubricants, solvents, pesticides, heavy metals and chemicals from fire-training. Polluted stormwater commonly migrates off-site and contaminates nearby areas and receiving waters. Many of these chemicals are water-soluble and commonly infiltrate into the ground, increasing the contaminant levels of these chemicals in the groundwater that flows under the site and into receiving waters.

In this instance, the airport would initially be a one-runway commercial airport that the DSEIS estimates will emplane, by 2015, 1.3 million passengers (3.9 million passengers at full buildout), create 27,546 jobs (38,454 jobs at full buildout) and generate $799 million ($1,116 million at full buildout) in revenues for Dade County. DSEIS at 4.1-1-4.1-3. Estimated flight operations are expected to be 150,735 by 2015 and 231,000 at full buildout of the one runway – 11 times current operation levels. DSEIS at 2.2-10 (Table 2.2-5). Eventually, this airport is proposed to become a two-runway airport with 370,000 annual aircraft operations. DSEIS at 2.2-27. The commercial airport's development is expected to significantly increase the number of impervious acres on the site and create numerous additional commercial, industrial and airport maintenance facilities. DSEIS at 2.2-6 - 2.2-9. Hazardous material use is expected to increase by twelve-fold at full buildout and hazardous waste generation is expected to increase by 2,490 tons/year at full buildout. DSEIS at 4.7-1 and 4.7-8. Clearly, this Proposed Action will significantly increase the intensity of land use at the site and will significantly affect the surrounding air and water resources.

Despite the obvious significance of the water resource issues, the DSEIS' discussion of the Proposed Action's impacts on these resources is confused, biased and wholly inadequate. Many of the analyses fail to quantitatively address the Proposed Action's likely impacts on water quality and water flow. When quantitative assessments are undertaken, a number of the assumptions made in regards to chemical loading,

groundwater flow, secondary development, and the efficacy of stormwater management measures on-site are critically flawed. They are not based on the best available science and in some cases the assumptions seem so off-base as to be unexplainable. The DSEIS' qualitative analyses are frequently so minimal and otherwise flawed that they fail to constitute a "hard look" at the likely water impacts associated with the Proposed Action. The sum result of the inadequate analyses is a significant understatement of the likely harm the Proposed Action will cause to water resources.

A. The DSEIS' Analysis of Surface Water and Groundwater Pollution Caused by the Proposed Action Is Inadequate

Section 4.10 of the DSEIS concludes that the Proposed Action will have minimal impacts on stormwater and groundwater quality in the area, and therefore on such protected resources as Biscayne Bay (located just two miles and directly down-gradient of the site).[1] The DSEIS concludes that the Proposed Action will actually reduce stormwater contamination and flow from current levels due to the implementation of a stormwater management plan. DSEIS at 4.10-3. The DSEIS also concludes that secondary development induced by the airport will have minimal impacts on water resources in the area. Specifically, the report estimates that the Proposed Action will only result in the development of 2,000 additional acres by 2015 (3,000 acres at full buildout) and thus will not significantly affect stormwater quality. DSEIS at 4.10-6.

As for groundwater, the DSEIS concludes that on-site activities will not increase concentrations of nitrogen or insoluble toxics in groundwater. DSEIS at 4.10-15. Although the volume of contaminated groundwater flow to the Biscayne Bay will increase, such increases in chemical loading would not reach Biscayne Bay for 50 to 100 years. The DSEIS concludes – claiming lack of data – that there will be negligible water-soluble toxics contamination that would occur with the Proposed Action. The DSEIS also concludes that the relatively small amount of airport-induced secondary development will not cause a significant decrease in regional groundwater flow to the Bay.

Based upon our own analysis and the analysis of knowledgeable experts, the undersigned organizations believe that the DSEIS' conclusions concerning the amount and nature of water pollution created by the Proposed Action are based upon faulty assumptions and are incorrect. We detail these flaws in the DSEIS below.

1. The DSEIS' Analysis of Surface Water Impacts is Flawed

The DSEIS' analysis of surface water impacts is inadequate in the following respects:

[1] In some circumstances, the DSEIS attempts to conclude that the Proposed Action will improve the general quality of the water resources surrounding the base. At least in part, this conclusion appears driven by the Air Force's improper definition of the No Action alternative as the existing polluted site – not a remediated site. Comparison of the Proposed Action with a remediated site would better identify the significant environmental impacts of the Proposed Action.

- The DSEIS inappropriately assumes that Phase I airport development will include a highly effective stormwater management plan.
- The DSEIS fails to analyze impacts of stormwater generated in later phases of airport development for which *no* management plan exists or has been proposed.
- The DSEIS significantly underestimates the amount of stormwater runoff generated as a result of secondary development induced by the airport.
- The DSEIS significantly underestimates the concentration of pollutants in stormwater runoff from secondary development.

We discuss each of these flaws in turn below.

a. The DSEIS Inappropriately Assumes That Phase I Airport Development Will Include a Highly Effective Stormwater Management Plan

The DSEIS recognizes that the Proposed Action has the potential to significantly increase both stormwater flow and chemical loading to Military Canal and Biscayne Bay due to increased activity and development on-site. DSEIS at 4.10-3 ("Total runoff is projected to increase 43% by 2015"). However, the DSEIS sidesteps an analysis of the effects of this increased stormwater by integrating a stormwater management plan into the Proposed Action. The DSEIS concludes that the stormwater plan will reduce stormwater runoff 31% below baseline levels in 2005 and 28% by 2015. DSEIS at 4.10-3. The stormwater plan will also reduce -- or so the DSEIS assumes -- overall surface water loading of metals and pesticides to Military Canal. DSEIS at 4.10-3; Table 4.10-3 at 4.10-5 (listing significant decreases in total nitrogen, heavy metals, pesticides to Military Canal for the Proposed Action). Similarly, nutrient loading is expected to decrease 34% in 2005 and 19% in 2015 relative to baseline conditions. Id.

It is unacceptable to so completely combine a proposed mitigation measure with the Proposed Action, particularly in light of the significant questions and controversy concerning stormwater management at this site.[2] Obviously, incorporating a fully-effective stormwater plan significantly modifies the DSEIS' analysis of water and biological resources impacts. Yet, there is a clear potential that the stormwater plan may not be implemented as proposed in the DSEIS.[3] The DSEIS fails to contain any

[2] The DSEIS further skews the environmental analysis in favor of the Proposed Action by assuming that the Mixed-Use Alternative will not have a stormwater plan. This assumption allows the DSEIS to conclude that low-intensity mixed-use development of Homestead will have equal to or greater stormwater quality and quantity impacts than the Proposed Action.

[3] See DSEIS at 4.10-1 ("During the approval process, substantial changes may be made to this plan, but it is expected that the performance of any approved stormwater management system would be similar to that described here.")

discussion addressing (1) the likelihood that the plan will be effective in achieving the DEIS' proposed reductions and (2) whether the stormwater plan is compatible with the proposed site. Commenters have requested that the DSEIS address these and other important questions. Letter from NRDC et al., to M.J. Jadick, dated April 29, 1998, re SEIS Scoping ("Scoping Letter") at 10; see also Letter dated February 1, 2000 from Mr. Donald J. Barry, Assistant Secretary, Dept. of Interior, Office of the Secretary, to Ms Shirley Curry, AFBCA External Affairs at 9 ("The Department is concerned that specific storm drainage plans for the new airport have not been finalized and that possible replumbing to route stormwater through wetlands east of the base has not been addressed."). Answers to these questions are crucial to understanding whether the stormwater plan will achieve the stormwater and chemical loading reductions assumed by the DSEIS for the Proposed Action or whether Biscayne Bay will experience a significant increase of stormwater and stormwater pollution in the near future.

The unexplained and biased assumption of a highly-effective stormwater plan is only exacerbated by the DSEIS' scant description of the plan. Moreover, whatever discussion exists is scattered throughout the DSEIS. Nowhere in the document is an adequate discussion of the design standards of the stormwater plan or an analysis of its ability to result in the estimated decreases in stormwater flow from the Proposed Action. In addition, the DSEIS makes assumptions about the nature of the stormwater plan that are not properly explained or evaluated. See DSEIS at 2.2-22 ("The analysis in the SEIS assumes the operational settings recommended under Scenario 2 in the October 1998 Supplement to the plan.") No discussion is provided of what Scenario 2 consists of and the likelihood it will be implemented.

Instead of first analyzing the feasibility and efficacy of the stormwater plan, the DSEIS simply assumes that the stormwater plan will be implemented so that it properly addresses stormwater runoff. See DSEIS at 2.2-5 ("Discussions are ongoing between the county and the Air Force on how to implement some components of the system as currently designed. If revisions are needed, it is expected that the system would still perform to the same standards."). Instead of addressing capacity issues and determining rates of stormwater retention for precipitation events, the DSEIS assumes that the stormwater plan will retain "maximum amounts of water." This approach improperly analyzes a "best-case scenario" and fails to recognize the likelihood that the stormwater plan may be modified and may not address expected increases in stormwater.

For the reasons below, we believe that the stormwater plan will not, in fact, (1) be implemented as planned, and/or (2) adequately address stormwater runoff:

i. DSEIS Fails to Address Adequately Conflict Between Stormwater Management at the Site and Bird Populations

We are concerned that the stormwater plan will not be fully implemented as planned because of the likelihood that its retention ponds will create significant standing

water. Such retention ponds may not comply with FAA safety regulations and agency policy to minimize the risks of wildlife-aircraft strikes. See USDOT, FAA Advisory Circular, HAZARDOUS WILDLIFE ATTRACTANTS ON OR NEAR AIRPORTS, AC-150/5200-33 (May 1, 1997) ("Human-made or natural areas, such as . . . retention ponds . . . may be used by wildlife . . . . Wildlife use of areas within an airport's approach or departure airspace, aircraft moving areas, loading ramps, or aircraft parking areas may cause conditions hazardous to aircraft safety."). This guidance also suggests that retention ponds and other wildlife attractants be placed at least 10,000 feet away from airports serving turboprop engines. The present location of the retention ponds is much less than 10,000 feet from the airport. Considering that, of the 21,257 bird strikes reported during 1990-1998, almost 10% of strikes were reported in Florida, it is likely that the FAA will make safety concerns a priority issue over stormwater reduction. Investigative Report by Geospec Report Inc., dated February 2000 ("GeoSpec Report") at 10, attached as Exhibit B; Memorandum from Stephen A. Bortone, dated March 6, 2000 ("Bortone Report") at 10, attached as Exhibit C ("It is highly likely that if standing water persists around the airbase during a low water period then many [] bird species will inhabit this site.").

The DSEIS itself notes an irreconcilable tension between the two goals of maximizing water retention and minimizing wildlife attractants. But the report does not go ahead and address this conflict. Rather, without explanation, the DSEIS assumes that both goals can and will be met. See DSEIS at 2.2-5 (noting that discussions with the Air Force are ongoing as to the design specification of the stormwater plan). Such an assumption fails to conform with the reality that safety issues will likely affect the implementation of the stormwater plan and reduce its ability to hold maximum amounts of water on-site. DSEIS at 4.11-4.

ii. The DSEIS uses unreasonably high evaporation rates

The DSEIS assumes that the evapotranspiration rate for stored water at the site will be equal to the average evapotranspiration rate in south Florida – 36.5%. DSEIS at 4.10-18. This assumption allows the DSEIS to conclude that a significant portion of the stored water in the stormwater management plan will evaporate, and thus underlies all future projections of major decreases in surface water runoff (of 28%). DSEIS 4.10-18.

The DSEIS' application of the 36.5% regional average evapotranspiration rate to stored water in the stormwater plan is inappropriate. The actual average rate of evapotranspiration of stored water will be significantly less. We note that the DSEIS nowhere provides any analysis to determine whether this regional rate is appropriate for the on-site water storage facilities. The essential problems are that this rate oversimplifies the process of evapotranspiration in south Florida and fails to take into account seasonal variations and their impacts on evapotranspiration rates. The DSEIS' evapotranspiration rate also fails to account for the unvegetated nature of the retention ponds in the stormwater plan.

By using an annual average, the DSEIS ignores the important temporal disjoint between water losses and water inputs in south Florida. This is significant to the Proposed Action because the retention time for stored water in the retention ponds is likely on the order of weeks as opposed to months. Stormwater from wet season storms (the majority of total annual precipitation) will not remain in the system long enough to experience the high evapotranspiration rates of the dry season. Comments of Daniel L. Childers, dated March 1, 2000 ("Childers Report") at 3-4, attached as Exhibit D; Report of Harold R. Wanless, dated March 4, 2000 ("Wanless Report") at 5, attached as Exhibit E. Instead, stormwater during storms will quickly pool in the retention ponds and either infiltrate the groundwater or get pumped into the canals surrounding the base. Evaporation rates for this water will be very low.

The DSEIS' assumption also ignores the major factor influencing the high rate of evapotranspiration: groundwater uptake by plants. This rate does not occur in areas characteristically impervious or unvegetated. By applying the overall evapotranspiration rate to the stormwater plan, the DSEIS assumes that the retention ponds will contain the vegetation necessary to achieve these evaporation rates. In fact, it is much more likely that the retention ponds will contain little to no vegetation. For these reasons, evaporation is unlikely to remove 36% of the stored water in the stormwater plan. As this is a crucial assumption in the DSEIS' analysis of expected stormwater and groundwater flow levels, the DSEIS must be modified to calculate an accurate evapotranspiration rate taking into account the physical characteristics and capacity of the stormwater plan.

iii. The DSEIS Fails to Address the Stormwater Plan's Effectiveness in Addressing Storms and Other High Precipitation Events

Considering south Florida receives rainwater predominately during seasonal high precipitation events, we are particularly concerned that the DSEIS does not contain any discussion of the stormwater plan's ability to hold the significant amounts of rainfall generated by average and extreme storm events.[4] See DSEIS at 3.8-6 ("Measurable precipitation with thunderstorms occurs about one out of every two days in the summer."). This is a significant gap in the analysis because the DSEIS assumes that the stormwater plan will hold maximum amounts of water and significantly reduce stormwater flow and contamination loading to Military Canal below present levels even after the airport is built.

In addition, the DSEIS seems to underestimate the extent of potential rainfall Homestead could experience during extreme storms such as the 25, 50 and 100 year storms. The DSEIS contains an estimate of the amount of rainfall expected from both 24

[4] The extent of the discussion on capacity in the DSEIS occurs on page 2.2-22 – "The predicted effect of the surface water management improvements is a 23% reduction in the peak flow that would occur during a 25 year 72 hour storm event." This one-sentence reference fails to address capacity concerns surrounding the stormwater plan.

and 72 hour 10 year, 25 year and 100 year storms. DSEIS Table 3.10-1. These rainfall rates seem to underestimate the extent of actual precipitation from these types of storms. For example, the DSEIS states that the 100 year 72-hour storm will generate 14.9 inches of rain. This amount of rainfall seems to be low, especially considering that just last year Tropical Storm Irene dropped 14.57 inches of rain on Homestead within 24 hours. Wanless Report at 11-12. Assuming that this was the 100 year storm for the region, the amount of rain that could have been dropped by Hurricane Irene in 72 hours is significantly greater than the DSEIS' estimates for the 100 year 72 hour storm.

iv. The DSEIS Fails to Address Sea Level Rise and its Impacts on the Effectiveness of the Stormwater Plan

Homestead AFB is located two miles from the coast. In the past 70 years, sea level has risen about 0.7 feet. Wanless Report at 10-11. This sea level rise has significantly affected the characteristically low-level areas around Homestead and continue to modify the area's groundwater table, salinity, vegetative cover, and ability to stay dry. Further, according to EPA figures, another 0.5 - 3.2 feet rise in relative sea level is forecast for south Florida over the next century. Wanless Report at 11 (citing EPA (1997)). Nowhere in the DSEIS are these historical and future sea levels used to evaluate the impacts of sea level rise on the efficacy of the stormwater plan.

In fact, in reviewing the DSEIS, it seems that there is no evidence that a uniform base level (such as a common zero sea level datum) is even used in the Draft SEIS. Wanless Report at 9. As a result, it is very difficult, if not impossible, to adequately analyze the validity of the conclusions presented in the DSEIS about hydraulic calculations, storm surge calculations, rainfall and groundwater levels, and wetland habitat in and around Homestead AFB. Wanless Report at 13. It further makes it very difficult, if not impossible, to determine the available capacity of the on-site stormwater retention ponds. If these conclusions are based on the 1927 National Geodetic Vertical Datum (NGVD), then they are all incorrect and must be revised to take into account recent 1999 sea level estimates.

b. The DSEIS Fails to Analyze Impacts of Stormwater Generated in Later Phases of Airport Development For Which *No* Management Plan Exists or Has Been Proposed

Phase I development of the proposed airport encompasses only the next 3 to 5 years of activity at the site. DSEIS at 2.2-2-2.2-3. The DSEIS' analysis of water resources impacts assumes that the significant reduction in stormwater discharge to Military Canal that the DSEIS assumes for Phase I will carry over into later phases of development. In other words, the DSEIS blithely assumes – without discussion or explanation – that either the stormwater plan proposed for Phase I development will be capable of handling the significant stormwater runoff created by development in the years

following Phase I or some other, as-yet unnamed plan will be in place to handle this runoff. Either assumption is manifestly inappropriate.

Development after Phase I encompasses the majority of new construction at the site. All told, it is expected to result in an additional 212 acres of impervious surface - making a total of 724 acres of impervious surface on site. This additional acreage is expected to increase stormwater runoff by an additional *14%* over 2005 levels. This amounts to an additional 1,000 - 1378 acre-feet per year[3] of runoff – about twice the amount of runoff expected to be produced between now and 2005.

Yet, the DSEIS seems to extrapolate the 2005 expected reductions to 2015 and conclude that some stormwater plan will reduce stormwater flow 28% below baseline levels in 2015, ignoring this increase in expected stormwater runoff. DSEIS at 4.10-3. The DSEIS fails to explain how this reduction will occur or to provide any additional stormwater management mechanism to achieve this stormwater reduction.

It should be clear from the above discussion that the Homestead site is extremely challenging from a stormwater management point of view. Specifically, it is low-lying, experiences common storm events and has a very high groundwater table. Under these circumstances, it is completely inappropriate for the DSEIS to assume a significant level of reduction in stormwater discharges without any substantive discussion about the means by which it would be accomplished. If in fact a stormwater management plan was to be put in place at the site to address the stormwater generated by development activities after Phase I, it would encompass many hundreds of acres near the site. This would have obvious and significant consequences on biological resources by (1) reducing important habitat, and (2) reducing the filtration ability of the existing marshes. Of course, if the additional stormwater was simply discharged to the Bay, this would have ruinous impacts there.

It is perhaps possible that the DSEIS intends that the 685-acre STDA off-site may at one time become a retention area for this increased stormwater runoff. However, this is unclear from the discussion in the DSEIS. If in fact that is what the DSEIS intends, then it would need to be modified to provide a full discussion of the STDA, its ability to retained expected amounts of generated runoff due to development generated between 2005 and 2015, and trade-offs involved in using the land for this purpose.

[3] The DSEIS appears to be inconsistent in determining rates of stormwater generation per impervious acre.

c. The DSEIS Significantly Underestimates the Amount of Stormwater Generated and Discharged as a Result of Secondary Development Induced by the Airport

The DSEIS concludes that stormwater impacts from off-site development will be insignificant. A primary basis for this conclusion is that runoff due to the Proposed Action is estimated to be relatively low; this conclusion, in turn, is based upon a low rate for airport-induced development caused by an assumption of a low in-migration rate for airport-created jobs. Our doubts about the in-migration assumption is discussed in more detail infra in the Socioeconomics section of these comments.

As we discuss infra, we believe that the DSEIS' assumptions concerning in-migration are incorrect. If we use what we believe is a far more reasonable figure for in-migration (50% rather than 20%), the amount of new development increases to 5,000 acres. Impervious acreage would then increase to 2,750 acres which will create 13,750 acre-feet[4] of additional runoff per year. This amounts to significantly more than the 1.6% of total flows through Princeton and Mowry Canals. This increase in stormwater will result in a proportional decrease in groundwater flow of 8,937 acre-feet per year (assuming evapotranspiration is 35%).

d. The DSEIS Significantly Underestimates the Concentration of Pollutants in the Stormwater From Secondary Development

It is axiomatic that increased development and impervious acreage results in increases in stormwater and stormwater pollution. Impervious surfaces increase the speed of runoff as it drains off the land, both increasing sediment and pollution transport (the increase in speed increases the erosive power of water as it flows across the land surface) and the amount of water delivered to a receiving water in a period of time. Runoff from secondary development will also pick up nutrients and toxic chemicals as it flows off the newly developed land, increasing the discharge of nutrients and toxic chemicals to receiving bodies such as Biscayne Bay. DSEIS at 4.10-6.

In this instance, as we discussed above, the DSEIS did conclude that secondary development would cause an increase in stormwater flow to the Bay – although it underestimated the volume of the increase. But the DSEIS made a critical error in analyzing the impacts of this increased flow: it assumed that the chemical loading to Biscayne Bay will be proportional to flow. DSEIS at 4.10-6 (stormwater), DSEIS at 4.10-6 (groundwater). This assumption is flawed for the following reasons.

First, it assumes a relationship where one does not exist. Stormwater flow and contaminant levels are two independent phenomena responding to different environmental factors. Stormwater flow is due to the percentage of impervious acreage

[4] This assumes that the DSEIS ratio of impervious to developed acreage is 55% and one acre of impervious acreage creates 5 acre-feet of runoff per year.

in a drainage basin. Contaminant levels in stormwater flow are due to the nature and intensity of development in a drainage basin. For example, while Military has significantly lower flow than Princeton and Mowry Canals, it has the highest toxic contaminant levels; this is due to the fact that Homestead AFB is located in its drainage basin.

Second, such a relationship between flow and concentration must also assume that there will be no change (increase or decrease) in the concentration of chemical contamination of stormwater. This ignores the fact that significant development and changes in land use intensity are expected to occur in the region. As development increases in an area, the amount of waste material deposited on the land and in drainage systems increases. Secondary development will increase the total amount of pollution loading to stormwater due to the increase in sources of contaminants. More houses, cars, roads, and lawns will result in increased loading of toxics, pesticides, and other pollutants to stormwater. In sum, the DSEIS' assumption ignores the well-known fact that increased development will result in increased pollutant loading. By assuming that chemical loading will be proportional to flow, the DSEIS basically assumes that secondary development will not increase the level of contaminant loading in the areas around Homestead. This is incorrect.

Similarly, the DSEIS' assumption of proportionality ignores that secondary development will devour undeveloped lands that are providing benefits to water quality in the region. Undeveloped lands capture and slow stormwater. By doing so, these areas trap sediment, trace metals, and soluble forms of nutrients. The "filtered" water from these areas then enter the canals or groundwater and dilute pollution levels in the water. Secondary development will not only create more sources of pollutants, but will degrade or eliminate these natural drainage areas that provide natural pollutant traps and filter polluted waters that flow across them. Therefore, development due to the Proposed Action will not only increase the amount of sources of pollution to BNP, but will also affect those areas that are presently providing necessary buffers (i.e. lands within the UDB) between developed areas and BNP that trap nutrients and pollution. The DSEIS' approach also does not appear to account for changes in the distribution of development – e.g., development closer to the Bay.

Finally, we note that Homestead AFB currently borders the UDB. Lands in the UDB are presently composed of mainly open space and low density development due to zoning restrictions. If a commercial airport is located on Homestead AFB, it is very likely – or at least reasonably foreseeable – that Dade County will amend the CDMP to extend the UDB south and east to accommodate land use needs. The DSEIS (3.6-15) states that only 20,000 acres of agricultural and unprotected vacant land remain within the UDB. The DSEIS also estimates that between 10,000 and 20,000 acres of vacant land will be lost to development generally in the next fifteen years. Given such space constraints, to say nothing about past signals on the county's part concerning moving the UDB, great pressure will certainly build to move the boundary if the airport is developed.

The DSEIS failed to adequately address this likely movement in the UDB and its effects on water quality and stormwater flow to Biscayne Bay.

2. The DSEIS' Analysis of Groundwater Impacts is Inadequate

The DSEIS' analysis of groundwater impacts is flawed in the following respects:

- the DSEIS incorrectly assumes that pollution loading of soluble chemicals such as nitrogen will not increase due to the Proposed Action and nitrogen concentrations in groundwater will remain the same;
- the DSEIS uses incorrect calculations that groundwater flow in the area is extremely slow (100-300 feet per year) and that therefore groundwater from Homestead AFB takes 50 to 100 years to reach Biscayne Bay;
- The DSEIS assumes that all heavy metals and toxics are insoluble and will not contaminate the groundwater;
- The DSEIS fails to adequately address impacts of soluble chemicals other than nitrogen compounds on groundwater quality;
- The DSEIS assumes that all fuel spills and leaks will be fully remediated (or diluted during extreme storms) and will not significantly affect groundwater quality;
- The DSEIS concludes that any decrease in volume of groundwater flow to Biscayne Bay from the Proposed Action will be insignificant;
- The DSEIS fails to analyze impacts of the Proposed Action on flows through canals in south Dade other than those immediately adjacent to the site.

a. Concentration of Groundwater Contamination of Nitrogen and Other Nutrients Will be Higher than Assumed

The DSEIS concludes that activities on-site will not increase nitrogen concentrations in groundwater. It specifically asserts that there "are no known sources of nitrogen that would cause concentrations beneath the former base to be higher than concentrations in nearby areas." DSEIS at 4.10-15 ("Assuming that the concentration of ammonia in groundwater would be similar to the existing (unknown)* concentration, increased loads [to Biscayne Bay] would be directly proportional to estimated increases in groundwater flows"). The DSEIS' conclusions are incorrect and unsupported by the information provided. Indeed, it is almost certain that the Proposed Action will significantly increase groundwater concentrations of nitrogen and other nutrients.

First, airports are known to be significant sources of nitrogen pollution. Airplane and ground transportation exhaust contains significant amounts of nitrogen oxides, which

* We question the determination that there is no data to determine present groundwater levels of nitrogen at the Homestead site. The DSEIS cites data of nitrate+nitrite and ammonia concentrations in water in Military Canal (Table 3.10-3 and 3.10-9 (DSEIS at 3.10-8 and 3.10-20)), making it unclear to why these figures were not used to estimate present levels of groundwater and stormwater nutrients on Homestead AFB

settle on the ground and can enter the groundwater in the form of ammonia. DSEIS at 4.10-15, see 3.10-17 ("Nitrogen is added from the deposition of water-soluble and particulate nitrogen compounds which are generated, at least in part, from emissions from stationary and mobile sources."). The DSEIS itself estimates that the airport will produce approximately 29,700 lbs/year of nitrogen depositions from air emissions. DSEIS at 4.10-7. Other sources can also contribute to nitrogen and nutrient loading to groundwater, including releases of wastewater. Due to this significant source of nitrogen, it is virtually certain that nitrogen concentrations will in fact increase in groundwater due to the Proposed Action.

In addition, the DSEIS' assumption about no new sources of nitrogen loading contradicts its own conclusions that the Proposed Action will directly result in increased nitrogen loading on-site and in the region. DSEIS at 4.10-3 ("The chemical loading per acre *would increase* under the Proposed Action . . . *water-soluble chemicals such as ammonia, nitrates, and nitrites are likely to be transferred to groundwater*." (emphasis added)); see also DSEIS at 4.10-7 ("total annual deposition of [nitrogen oxides] is estimated to increase about 13,500 kilograms per year with the Proposed Action.").

b. The Groundwater Flow is Dramatically Faster Than Assumed in the DSEIS

After underestimating the loading problem, the DSEIS further discounts groundwater pollution caused by the Proposed Action by assuming extraordinarily-long migration times for the pollution to reach the Bay. The DSEIS assumes groundwater flows at a rate of about 100-300 feet per year; accordingly, any additional nitrogen loading at Homestead will take 50 to 100 years to reach the Bay. DSEIS at 4.10-15-4.10-16.

This migration time calculation is another example of a key assumption made in the DSEIS that is unsupported and unsupportable. The 50-100 year figure fails to take into account: (1) the karstic nature of the Biscayne aquifer; (2) the effect of storm events on groundwater rates, and (3) the effects of canals on transport rates to Biscayne Bay. These factors increase groundwater flow (and contaminant transport) by orders of magnitude and allow contaminants to reach the Bay in a matter of days or weeks, not decades.

First, as detailed in Professor Wanless' report (Exh. E), the DSEIS fails to recognize the karst nature of the carbonate sediments in the Biscayne aquifer. Pervasive arrays of open channels in the Biscayne aquifer allow groundwater to flow much faster through the aquifer than estimated in the DSEIS. It is through these pipe complexes that artesian freshwater enters Biscayne Bay during times of strong fresh-water head. Schroder, Klein and Hoy (1958) describe the predominance of groundwater storage and flow through solution cavities in the Biscayne aquifer. Coulter (1967) describes the limestone beneath the Turkey Point Nuclear Generating Plant (southeast of the Homestead base) as having "interconnected solution cavities and voids [that] are

abundant and randomly distributed." The Draft SEIS (3.10-21) even states that "[t]he Biscayne Aquifer is characterized by interconnected zones of cavernous limestone and has reported transmissivities ranging from approximately 4 to 8 million gallons per day per foot (mgd/foot) (Montgomery Watson 1997)." Water in these karst systems shortcuts whatever pore-water flow there is through the limestone and probably turns the inland-to-Bay transport time from decades into weeks. Wanless Report at 4-5.

Second, the DSEIS fails to analyze the groundwater flow rates during storm events. Southern Florida receives most of its precipitation (approximately 60 inches a year) during storms occurring during the summer and fall wet season. During this time, Florida receives approximately 80 - 90% of its annual total rainfall. In addition to these frequent storms, the Homestead site frequently experiences tropical storms and hurricanes. During these extreme storm events, groundwater flow rates can be significantly greater due to an increase in hydraulic head from fresh water infiltration. The DSEIS failed to address these storm-induced groundwater flow rate changes and appears to only consider the rate of movement through the ground water using average non-storm groundwater modeling conditions. DSEIS at 3.10-22.

Finally, the DSEIS fails to recognize the effects on groundwater flow rates of the numerous canals in the region. The DSEIS generally discusses groundwater and stormwater as if they are wholly disconnected and fails to recognize the constant interchange between stormwater and groundwater flow due to the nature and transmissivity of the unconfined Biscayne Aquifer. Just as quickly as rainwater and stormwater enter the ground and become groundwater, groundwater level can rise enough to enter the canals (or reach the surface and flood) and become surface runoff in times of high groundwater. Considering the typical high level of groundwater in the area, such interchange is a common occurrence. Therefore, during these events, the rates of contaminant flow to the Bay are the same as the time it takes water in the canals to reach the Bay.

c. DSEIS Erroneously Assumes Insoluble Contaminants (Metals, PAHs, and Pesticides) Will Not Reach Biscayne Bay Via Groundwater

The DSEIS concludes that there will be no increase in loadings of insoluble chemicals (metals, PAHs, pesticides) to groundwater because they will sorb to sediments and remain on-site.* DSEIS at 4.10-3; DSEIS at 4.10-8; DSEIS at 4.10-7 (discussion of PAHs). This conclusion is incorrect for the following two reasons.

First, as detailed in Professor Childers' report (Exhibit D), the DSEIS incorrectly assumes that sediments at Homestead AFB have strong adsorbtion tendencies and will

* The DSEIS assumes that most pesticides and metals are insoluble, but fails to determine whether this assumption is appropriate for the Proposed Action (i.e. whether the pesticides, metals and other toxics common to airport facilities are generally insoluble)

capture all contaminants deposited on-site. Specifically, the DSEIS assumes that most PAHs and heavy metals from airport activities will adsorb to sediments and remain on-site, thereby having little impact on groundwater quality and water quality in Biscayne Bay. This conclusion is based on the assumption that adsorption-desorption phenomena is an important component of aquatic systems around Homestead AFB. While adsorption-desorption phenomena are important components of contaminant dynamics in aquatic systems where terrigenous-clastic sediments (sediments with high clay content) dominate the suspended particulate pool and benthic sediments, adsorption is not as dominant in the limestone bedrock systems common to south Florida and around Homestead AFB. Childers Report at 7; Wanless Report at 7. The geology around Homestead AFB consists of limestone bedrock that is commonly at the ground surface or very near to it. There is often little or no soil in these area and, more importantly, there is no source of clay or silt-based particles (i.e. terrigenous-clastic sediments such as phyllosilicates). DSEIS at 3.9-3 ("These deposits include very little siliclastic sediment (quartz sands, silts and clays)." Instead, calcium carbonate is the dominant sediment and has a relatively low affinity for sorbing organic chemicals and heavy metals. Thus, the standard chemical sorption model for removal and containment of large amounts of organic chemicals and heavy metals do not apply to south Florida. Childers Report at 7.

Existing PAH and heavy metal groundwater contamination under the Homestead AFB also refutes the DSEIS' conclusion that PAH and heavy metals will sorb to sediments and not enter the groundwater. See December 1999 Miami-Dade County Department of Environmental Resources Management, *Violations of Environmental Regulations at Government Facilities and Properties in Dade County, Florida* ("DERM Report") at 76-83 (noting numerous sites on Homestead AFB where groundwater is already contaminated with lead, arsenic, chlordane, oil, BTEX, PAH, VOCs, PCB, light non-aqueous phase liquid, pesticides, chromium, cobalt, copper, zinc, antimony, and other hydrocarbon constituents).

Second, even assuming the DSEIS is correct in its assumption about total contaminant adsorption, the DSEIS fails to recognize that storm events can result in sediment resuspension. Contaminated sediments would migrate at times of strong current flow off-site and toward the Bay. Moreover, contaminants entrained in sediments off-site can be resuspended as well.* See Childers Report at 6-7. The DSEIS fails to adequately address this common and highly likely mode of transport for polluted sediments.

* Data in the DSEIS noting variable contaminant levels in Military Canal year to year for some contaminants (i.e. DDE), DSEIS Table 3.10-6 and 3.10-7, and existing contamination near the outfall canals support arguments for transport and migration of these sediments over the DSEIS' "burial and no movement" conclusion. See also USEPA Region 4 Military Canal Special Study Homestead Air Force Base, Florida, SESD Project No. 98-0062, October 1999 at 46-52 (sampling results showing heavy metal and other contamination in Military Canal); 57 ("In conclusion, the documents and investigations cited above clearly show the former Homestead Air Force Base to be a source for many of the contaminants discussed in this report to the sediments of Military Canal."). In fact, the DSEIS previously concludes in a separate section regarding Military Canal that sediment resuspension can and does transport contaminants. DSEIS at 3.10-11

Finally, again assuming that the DSEIS is correct that heavy metals and PAHs will sorb to sediments, we note that such sorbing in retention ponds, wetlands and other areas around Homestead AFB can cause significant environmental impacts. Use of wetlands, streams, and other natural or man-made systems for such purposes is not desirable unless stormwater is delivered at a rate at which pollutants can be assimilated. While these areas help remove pollutants, some pollutants, such as metals, can accumulate in these areas or be converted to more potent forms, thereby degrading the natural ecosystem functions and values of these systems and affecting the organisms living there. See NRDC Report *Stormwater Strategies: Community Responses to Runoff Pollution*, May 1999 at 32. These toxics, if sorbed to sediments in retention ponds, can also harm waterfowl and other wildlife attracted to these ponds.

d. DSEIS Fails to Adequately Discuss Impacts of Soluble Chemicals Other Than Nitrogen Compounds on Groundwater Quality

The DSEIS fails to adequately address the groundwater impacts of other soluble chemicals, such as water-soluble toxic chemicals, claiming that there is "essentially no data that can be used to assess their present occurrence in groundwater or how they are likely to change with airport development." DSEIS at 4.10-15. Such a cursory conclusion without discussion of efforts to identify what data are available fails to comply with the mandates of NEPA. NEPA requires that action agencies not only analyze the impacts of proposed actions on the environment using readily available data, but also to obtain data when little data exists. This duty is especially appropriate in this case, where the Proposed Action is likely to use and generate significant amounts of conventional and non-conventional pollutants. An analysis of the potential effects of these pollutants on water resources is an important component of an adequate NEPA analysis and should not be ignored absent well-supported claims that no data exists to analyze such pollutants.

Moreover, we believe, in fact, that it is likely that sufficient data exists at least to approximately determine present contaminant levels and to provide at least some estimates of likely increases due to the Proposed Action. Water quality at and around Homestead AFB has been historically monitored and data from these studies can be used to estimate present contaminant levels. See, e.g., DSEIS at 3.7-18 (long term groundwater monitoring occurring at sites OU-6, OU-16, SS-15A, SS-15B, SS-20, Building 990 and Building 996.) In addition, there are numerous sites on the Homestead AFB where DERM clean-up activities and enforcement actions are on-going. See DERM Report at 76-83 (noting numerous sites on Homestead contaminated with petroleum contamination, lead, arsenic, chlordane, TRPH, oil, BTEX, PAH, VOC, PCB, light non-aqueous phase liquid, pesticides, chromium, benzo-a-pyrene and other hydrocarbon constituents).

e. The DSEIS inadequately addresses contamination from fuel spills and other airport-related activities

The DSEIS dismisses any threat from fuel spills and other contamination occurrences by conveniently assuming that spill contingency plans and the SWMMP will minimize any chances of environmental contamination.[16] DSEIS at 4.10-6; DSEIS at 4.10-16 (slow-moving groundwater will promote fuel cleanup). In case of a hurricane and/or flooding, the DSEIS concludes that any fuel or other spill would be dispersed across BNP and sufficiently diluted. DSEIS at 4.10-7.

The DSEIS' reliance upon spill contingency and stormwater treatment plans is not supported by any analysis determining whether existing spill contingency plans and the SWMMP are actually adequate to identify, address and contain all fuel spills and leaks. Nor is such reliance consistent with the history of fuel spills and leaks at numerous airports nationwide and at Homestead AFB. DSEIS at 3.7-15–3.7-17 (many of the present Installation Restoration Program sites are contaminated with jet fuel due to spills and leaks). Therefore, the DSEIS' analysis is not an accurate prediction of what is expected to occur, but more of a "best case scenario" that assumes that all fuel spills will be identified and remediated before significant contamination occurs.

Most significantly, there is affirmative evidence in this instance that spill contingency plans and stormwater treatment at a future Homestead commercial airport will not be adequate. Miami-Dade Aviation Department has, in short, an abysmal environmental record. This record was recently documented in the DERM Report referenced supra. The DERM Report listed numerous recent violations by the Miami-Dade Aviation Department for significant fuel and petroleum-based spills throughout the airports it manages, including Homestead AFB. See DERM Report at 6-7, 19-28. These violations noted numerous cases of petroleum, non-petroleum and wastewater contamination of groundwater around airport facilities throughout Dade County. Perhaps most alarmingly, violations show no sign of abating – almost as many violations occurred last year as the year before. Moreover, even under a consent decree, deadlines and milestones appeared to be routinely not met. Finally, the county has ignored other directives concerning this site, such as directives to develop noise and wildlife mitigation plans in connection with the airport proposal. In sum, what these violations and practices show is that if any assumption is to be made, it is that fuel spills and leaks will occur at the proposed airport and will contaminate the groundwater.

[16] In light of the potential risk of fuel contamination at and around Homestead AFB, we previously identified, during scoping, fuel spills and leaks as a significant issue of concern that should be analyzed properly in the DSEIS to determine potential effects on water quality. We recommended that the Air Force conduct a six-step process to determine the frequency and severity of spills, basing its conclusions on data from other airports, airport chemical inventories, a risk analysis, and the likely pathways of migration. Further, we recommended the Air Force conduct a full examination of the efficacy of containment methods (including historical failure rates) and the residual amount of chemicals that will enter the environment. Scoping comments at 12. Our recommendations appear to have been ignored.

As for the DSEIS' conclusion about hurricanes and flooding, they are inadequate and improperly ignore a significant potential for pollution due to extreme weather events. See DSEIS at 3.7-7 ("[i]n the mid- to late 1990s, large quantities of hazardous wastes were generated from the cleanup of hurricane damage") and 3.7-5 (site contamination due to hurricane-induced spill of 2000 gallons of jet fuel). Further, the DSEIS analysis dismisses the potential for significant contamination of Biscayne Bay National Park because of expected dilution. But Biscayne Bay is a National Park and Outstanding Florida Water – it should not be considered appropriate to subject the Bay to this type of degradation. At the very least, the potential for degradation must be properly analyzed in the DSEIS – which it was not.

f. The SEIS Fails to Adequately Address Impacts of Reduction in Regional Groundwater Flow to Biscayne Bay

The DSEIS concludes that secondary development will result in an expected 3,800 acre-feet reduction in groundwater flow. The DSEIS concludes that this reduction in groundwater quantity would in turn proportionally reduce the amount of ammonia that would be transported on a regional basis by groundwater to Biscayne Bay. DSEIS at 4.10-16, ln 9-10. Such conclusions are based on unreasonably low estimates of secondary development due to the Proposed Action, as explained in our discussion infra on the DSEIS' underestimate of in-migration, and accordingly should be revisited.

Even assuming simply the 4000 acre-feet reduction in groundwater flow, the DSEIS improperly dismisses this reduction as insignificant. Biscayne Bay has already suffered a significant reduction in its historical groundwater flow. It has been a consistent goal of federal and state agencies to restore to the degree possible natural groundwater flows to the Bay. This consensus goal has been complicated by efforts to restore the Everglades by retaining more water in those marshes, thereby having the effect of reducing groundwater flows to Biscayne Bay. Concern about such potential reductions is so significant that the U.S. Army Corps of Engineers specifically promised to Congress that Everglades restoration plans would not reduce current groundwater flow to Biscayne Bay. See J. Ballard, Chief of Engineers, Letter to Congress, Central and Southern Florida Project - Comprehensive Review study, June 22, 1999, at 22. Yet, without explanation, the Air Force treats this issue as insignificant and proposes an action that will contravene the efforts of these other agencies.

g. DSEIS fails to address increased flows through other canals in the regional network

The DSEIS only attempts to address the effects of secondary development on stormwater flows to Princeton and Mowry canals. The DSEIS fails to address the effects of secondary development on water flows in the other canals in the area, including the C-111 canal. It is unlikely that secondary development will only occur in areas drained by the Princeton and Mowry canals; rather it will likely affect south Dade county more broadly. The DSEIS' narrow focus on geographic areas immediately adjacent to

Homestead AFB ignores such development further away but still clearly influenced by activities at the site. No justification is provided as to why the DSEIS only expects secondary development to affect only the canals included in the report.

B. The DSEIS Fails to Adequately Analyze the Impacts of Increased Pollutant Loadings to Biscayne Bay

The DSEIS concludes that stormwater flow, loss in groundwater flow and increases in pollutant discharges due to the Proposed Action will have insignificant impacts on the water quality and biological resources of Biscayne Bay. In terms of both water quality and water quantity impacts from the Proposed Action, the DSEIS concludes that impacts to the estuarine areas of BNP would be minor and impacts to marine communities would be insignificant. DSEIS at 4.11-2 at 25-26, 36-37. The report does note that changes in stormwater management practices might influence the nearshore salinity regime, but does not discuss the effects in any detail, except for cavalierly commenting that stormwater practices "could either foster the redevelopment of an estuarine system or further contribute to its demise." DSEIS at 4.11-1.

This discussion of impacts on Biscayne Bay is inadequate for the following reasons.

First, the DSEIS relies upon a comparison of estimated increases in pollutant loadings to annual discharge volumes to Biscayne Bay, leading it to conclude that, as the increases amount to a small percentage of overall discharge volumes (1.6%), they will likely have little effect on the biota of Biscayne Bay. This approach is inadequate. It dilutes the significance of the discharges associated with the Proposed Action – which amount to 23% of expected increase in total volume discharges to the Bay by 2015 from Princeton and Mowry canals or 4,100 acre-feet per year. Table 4.10-6. Similarly, based on existing loads of ammonia, nitrate plus nitrite, and phosphorus for 1995 from Mowry and Princeton Canals, ammonia loadings will increase 397 lbs/yr, nitrate plus nitrite by 45,621 lbs/yr, and phosphorous by some 397 lbs/yr by 2015. Combined with projected atmospheric deposition of nitrogen, these are significant increases in loading that the DSEIS fails to adequately analyze. We also note Mowry and Princeton canals are presently in exceedance of Florida Class III water quality standards. DSEIS at 3.10-13.

Second, by addressing flow increases principally in terms of overall annual increases, the DSEIS ignores the more significant problem with stormwater discharges into Biscayne Bay – namely that any increase would be in the form of irregular, high-volume pulses of polluted stormwater. These polluted stormwater pulses to the Bay shock the biota of Biscayne Bay by dramatically affecting salinity cycles and sharply increasing pollutant levels in a short period of time. For example, mangrove forests are sensitive to changes in surface water flow and quality (and once disturbed and degraded, are difficult to restore). Bortone Report at 2. Wetlands south of Homestead AFB can also be disturbed by these irregular flows and changes in the salinity regime in the nearshore areas of the Bay. Seagrasses, such as turtle grass, and some species of fish are

susceptible to changes in the schedule of water delivery and can experiences disruptions in their normal reproductive cycle. Bortone Report at 3. Corals are also especially susceptible to voidance of the natural wet/dry cycle. Finally, the resulting reduction in overall groundwater flow could have significant effects on the nearshore environments in Biscayne Bay due to increased salinity stemming from interstitial saltwater intrusion. Bortone Report at 3.

Third, the DSEIS' approach fails to recognize the already stressed condition of Biscayne Bay and the possibility that these additional increases would be the proverbial "straw that broke the camel's back," particularly for seagrasses and corals in Biscayne Bay and the Florida Keys.

Coastal waters of South Florida are characteristically clear and nutrient-poor, creating a environment where seagrasses and coral reef ecosystems can flourish. These marine ecosystems are sensitive to even minor increases in nitrogen and nutrient loading or other or nutrient enrichment. See Memorandum by Brian E. Lapointe, dated March 6, 2000 ("Lapointe Report") at 2, attached as Exhibit F. Nitrogen and nutrient enrichment is a significant contributor to eutrophication and uncontrollable algal growth in receiving waters. Algal blooms kill aquatic life by depriving it of both light and oxygen. Further, ammonia, a by-product of nitrogen oxide deposition, is toxic to marine species in high quantities.

The increased loadings from the Proposed Action would likely have significant effects on seagrass communities and offshore coral reef communities. Seagrass communities will likely experience further degradation due to increased nutrient concentrations which will enhance phytoplankton growth, macroalgae and seagrass epiphytes. Lapointe Report at 2. More sensitive seagrasses, such as turtle grass, will likely experience die-offs. Blooms of macroalgae and seagrass epiphytes will likely increase, decreasing light availability and dissolved oxygen. This would not only affect seagrasses, but would likely have secondary effects and reduce biotic diversity and secondary production (i.e. commercial and sport fisheries). The loadings problem will be exacerbated during storm events, where stormwater flows will periodically carry large amounts of nutrients in short periods of time to the Bay. We refer the Air Force to the SWIM Plan documents that we have previously provided and which are otherwise available; these documents contain further discussion of the impacts from pulses of canal water into Biscayne Bay. See, e.g., SWIM Plan Technical Document TS-104-5.

Corals will also likely be affected by increased nutrient loading to the Bay. Such likely impacts are not addressed in the DSEIS. Rather, the DSEIS assumes that nutrient increases at the outfall pipes are relatively minor and will not affect distant coral resources. DSEIS at 4.11-2. This conclusion fails to recognize that Biscayne Bay is already experiencing nitrogen concentrations at levels that are resulting in coral degradation and reef coral die-off. (Lapointe 1997, Lapointe et al. 1997); Lapointe Report at 3. Further, it fails to recognize that the Bay is reaching its nitrogen saturation point and has little additional capacity for safe dilution of the projected increases in

nutrient loads from either stormwater runoff or atmospheric deposition. While corals are more removed from the canal outflows, they are exquisitely sensitive to nitrogen concentrations and are vulnerable to even very slight increases in concentrations of dissolved ammonia, nitrate plus nitrite, and phosphorus. Lapointe Report at 3. Therefore, the Proposed Action likely will contribute significantly to degradation of coral reef resources over broad areas of Biscayne Bay and Florida Keys National Marine Sanctuary. Lapointe Report at 3.

Fourth, as we have discussed in detail supra, the DSEIS' conclusions about the volume and concentration of pollutant inputs to the Bay are likely incorrect. If more reasonable – and higher – estimates of pollutant inputs are used, then the assessment of the biological effects of the Proposed Action in Biscayne Bay would go from bad to worse. For example, if the increase in stormwater flow were significantly greater (i.e., 3% to 5% of total flow increase, instead of 1.6%), the effects on the salinity regime and biological resources of Biscayne Bay would be intensified. Increased stormwater flow would reach Biscayne Bay in larger fresh water pulses, shocking its biota with increased toxics, nutrients and large amounts of sediment. Flows from Military Canal would increase and likely contain soluble pollutants and resuspended toxic-contaminated sediments. Groundwater flows would significantly decrease and result in more saltwater infiltration in the nearshore areas, potentially resulting in failure of the existing wetland system. Bortone Report at 3. The increased chemical loads would accelerate eutrophication processes and other toxic impacts on the biological resources of Biscayne Bay. Lapointe Report at 3.

AIR QUALITY

I. DSEIS' Analysis of Proposed Action's Air Impacts is Inadequate

The DSEIS fails to analyze potential health risks from toxic air emissions associated with the Proposed Action, apparently due to the lack of availability of an adequate modeling methodology. Moreover, while concluding that the Proposed Action will have potentially significant impact on ozone levels, the DSEIS dismisses any meaningful discussion of such impacts and instead assumes that they will mitigated.

The DSEIS' treatment of these air issues is inadequate. We are particularly troubled by the DSEIS' complete failure to assess the potential air toxics hazard from the proposed airport. Indeed, in an easily-done screening test, we concluded that inhalation of just five compounds in aircraft emissions expected from the proposed airport in 2015 would increase current cancer risk to the local communities by more than 10-fold. Combined with other sources of increased emissions associated with the airport (e.g., ground transportation), the risk would increase by more than 100-fold.

A. Draft SEIS Completely Ignores Significant Air Toxics Problem Created by Proposed Action

The Proposed Action is a commercial airport that is expected to experience 231,000 annual operations with just the current single runway. Further, the airport will be a source of significant ground transportation. While the DSEIS quantifies the amounts of certain toxic air pollutants, specifically volatile organic compounds (VOCs), that will be associated with the proposed airport, the report fails to include the necessary next step for assessment of these toxic exposures: analysis of the likely health risks.

Sufficient information clearly exists to conduct such a health risk assessment. As confirmed to us by an air quality and risk assessment specialist at ENVIRON Corporation, the necessary information is widely-available in the literature and is the subject of numerous conferences. See Memorandum from S. Washburn, dated March 7, 2000 ("Washburn Report") at 1, attached as Exhibit G. Indeed, as we have already noted and discuss in detail below, when a preliminary screening-type analysis provided by the ENVIRON consultant was done, it was determined that the proposed airport will significantly increase cancer risk in the communities surrounding the site. Id.

Specifically, we conducted a preliminary risk assessment on five chemicals identified as of potential concern in aircraft emissions: benzene, 1,3-butadiene, formaldehyde, acetaldehyde, and benzo(a)pyrene (as a surrogate for polycyclic aromatic hydrocarbons, PAH). As a result of the Proposed Action, emissions of these compounds in the local communities will significantly increase. For example, formaldehyde will increase from 0.48 tons per year to 7.12 tons per year and acetaldehyde will increase from 0.15 tons per year to 2.18 tons per year. See Excel spreadsheet (attached as Exhibit H). Ambient air levels for these compounds will increase about ten times from present levels. Id.

Emission fractions for these chemicals (relative to total volatile organic compound emissions) were taken from the following EPA memoranda:

- EPA. 1993. Piston Engine Particulate Matter Emission Factors, Toxic Emission Fractions, and VOC to TOG Correction Factor for Aircraft. February 17.
- EPA. 1997a. Source Identification and Base Year 1990 Emission Inventory Guidance for Mobile Source HAPs on the OAQPS List of 40 Priority HAPs. June 11.
- EPA. 1997b. PAH/VOC Emission Fractions for Aircraft. March 18.

Total volatile organic compound (VOC) emissions from aircraft were taken from the DSEIS. The extent of atmospheric dispersion was extrapolated from dispersion modeling presented in the DSEIS for carbon monoxide (CO). Since 8 hours was the longest averaging time presented in the DSEIS for concentration levels, a factor of

approximately 10 was used to estimate reduced annual average concentrations for use in the screening risk calculations. EPA toxicity criteria and standard exposure defaults were used to estimate inhalation risks posed by the calculated concentrations in ambient air.

The results: potential inhalation cancer risks for the compounds in question from aircraft and other airport-related emissions were calculated in 2015 to be approximately 1.5 in 100,000 (i.e., 1×10^{-5}). This is approximately 15 times the risk level generally considered acceptable by regulatory agencies. It is also a 100-fold increase over current risk levels, as indicated in the Excel spreadsheet. As also shown on the spreadsheet, potential lifetime cancer risks from aircraft emissions alone in 2015 of the compounds evaluated are estimated to be in a range of 5 in 1,000,000. The DSEIS indicates that other airport-related mobile sources, such as roadways and GSE/AGE/APU, constitute approximately 67% of the total VOC emissions for the Proposed Action in 2015. Assuming the same fractions for such VOCs and the same exposures, these additional emissions triple the aircraft-only risk level.

Two things should be emphasized about these risk calculations. First, these estimates assess risk only from approximate average exposure. Table 4.8-5 of the DSEIS makes clear that there are locations in the affected area, such as near busy intersections, in which concentrations of contaminants will be significantly higher than the average level. Second, the spreadsheet does not consider any incremental risk of exposure pathways other than inhalation.

II. The Draft SEIS Fails to Discuss Adequately Impacts of Increased Ozone Pollution

The DSEIS recognizes that the proposed airport is likely to significantly increase ozone levels in south Dade County. But the DSEIS fails to discuss to any meaningful degree what the impacts of such increased ozone levels would be. Rather, the report dismisses the risks, apparently primarily on the basis that they will be mitigated.

Ozone is a severe irritant. Formed through a complex set of chemical reactions involving hydrocarbons, oxides of nitrogen, and sunlight, it is responsible for the choking, coughing, and stinging eyes associated with smog. Ozone damages lung tissue, aggravates respiratory disease, and makes people more susceptible to respiratory infections. Children are especially vulnerable to ozone's harmful effects, as are the elderly. But even otherwise healthy individuals may experience impaired health from breathing ozone-polluted air. The DSEIS fails to contain any discussion of the likely effects of increased ozone levels on the residents of south Dade county.

Elevated ozone levels also inhibit plant growth and can cause widespread damage to crops and forests, making ozone an issue of concern for farmers – an important component of south Dade's economy. It is also a concern to visitors for Everglades National Park. Everglades National Park is a Class I Prevention of Significant Deterioration area under the Clean Air Act – which means that any appreciable

deterioration in air quality is considered significant DSEIS at 3.8-15. Federal agencies are under an affirmative responsibility to protect air quality-related values of these areas.

We believe that the DSEIS fails to discuss adequately air pollution increases, particularly for ozone, relative to standards other than NAAQS In particular, the DSEIS contains an insufficient discussion concerning impacts of the Proposed Action on visibility and other air quality-related values in both Everglades and Biscayne National Parks. Rather than examining how increased levels of ozone can affect the resource values of Everglades National Park, the DSEIS focused principally on the fact that PSD regulations only apply to stationary sources and not to mobile sources DSEIS at 4.8-17. By doing so, the DSEIS failed its duty under NEPA to take a hard look at the environmental impacts of the increased ozone.

SOCIOECONOMICS

I. DSEIS Drastically Understates Proposed Airport's Contribution to South Dade's Future Environmental Degradation

A. DSEIS Drastically Underestimates In-Migration to South Dade County in Response to Airport Jobs

The DSEIS concludes that, of the approximately 23,200 jobs created by the proposed airport by 2015, only approximately 4600 or 20% of these jobs will be filled by in-migrants to south Dade County (either in-migrating from outside of the county or from northern communities in the county) DSEIS at Table 4.1-1; 4.1-4. In other words, the DSEIS concludes that the vast majority of the new jobs created by the airport will be filled by current residents of the communities around the base. These residents are currently either working in the north part of the county or are unemployed (DSEIS at 2.2-19; 4.1-12)

The DSEIS' assumption about the limited in-migration to fill the airport-created jobs is unsupported and unsupportable. First, the DSEIS does not provide a reasoned basis for making this extremely significant assumption. Specifically, the DSEIS fails to provide. (1) figures on exactly how many south Dade residents work in northern Dade County, (2) the willingness of these workers to change jobs or of an airport to hire them, (3) how many unemployed reside in communities around Dade County and the willingness of an airport to hire them, and (4) the relative attractiveness to the airport employer of the above south Dade residents versus persons willing to relocated.

Second, the information and statements in the DSEIS do not seem to support this in-migration assumption. The DSEIS assumes that the ratio of jobs per housing unit in South Dade County will likely increase from 0.8 jobs per unit to 1.0 jobs per unit by 2015, but fails to (1) include information about existing housing units in south Dade, or (2) properly explain whether this is an accurate assumption. From the information provided, this increase in jobs per unit only seems to provide a relatively small increase

in available employees from south Dade to take airport-related jobs. Assuming that there are 20,000 housing units in south Dade (south of Eureka Drive) (see Population and Housing –1996 Miami Dade County, Florida, by Census Tract and Minor Statistical Area (December 1997)), then the increase in employees able to take airport-related jobs is only about 4,000 This still leaves a significant amount of jobs needed to be filled by an in-migration workforce.

In addition, the DSEIS refers in one place to the number of south Dade residents that may be working in north Dade as approximately 20,000 in 2015 DSEIS at 4.1-14. Even assuming that approximately 3,000 unemployed take jobs at the airport (we understand that Homestead currently has between 500-1000 official unemployed), we see no support for assuming that three-quarters of the commuting south Dade residents would leave their jobs to work at the airport. Moreover, the DSEIS assumes that there will be approximately 27,000 jobs from other sources in south Dade by 2015 (DSEIS at 4.1-1 & 2.2-18) Is the DSEIS assuming that only residents will take airport jobs and only in-migrants will take the other new jobs?

The DSEIS' faulty assumption about in-migration has huge consequences. As a result of the assumption, the Air Force goes on to minimize a host of environmental impacts (while still maximizing estimates of job creation). After all, with little new people drawn to south Dade by the airport, there will be little new development and consequential environmental impacts. See DSEIS at 4.1-2 ("Because those people already reside in the southern part of the county, they would not create any population-related impacts (such as construction of new housing) " This assumption limits dramatically the need for additional housing units in south Dade. DSEIS at 2.2-20 (3,854 additional dwelling units). Specifically, the DSEIS is able to conclude, as we discussed in detail in these comments supra, that the proposed airport will create little new impermeable surface off-site to cause increased runoff, minimal habitat loss, limited new air pollution, limited use of resources such as groundwater, and the list goes on.

Of the 23,200 new jobs created by the airport by 2015, we believe that at least 10,000 and probably many more will be filled by in-migrants. While we believe, particularly if as many jobs are created by other sources as claimed by the DSEIS, that the in-migration figure is higher than 10,000, we have utilized this number in these comments in a number of places to adjudge the significance of the DSEIS' potential error It is absolutely critical that the Air Force provide in the final SEIS a meaningful and comprehensive basis for the in-migration figure used.

The DSEIS remarks initially that its "cumulative impacts" discussion should dispense with any concern about underestimating the degree of airport-induced secondary development. DSEIS at 2.2-21. The DSEIS' cumulative impacts discussion incorporates high projections of general population growth in the affected area (as opposed to moderate growth rates for all its other analyses) We consider this an entirely insufficient treatment of this particular issue, in light of its significance. First, the "cumulative impacts" discussion is far less comprehensive than the discussion concerning the

Proposed Action. Second, the "cumulative impacts" discussion in the DSEIS generally presents the likely heightened rate of development in the wrong context. Throughout the document, the impacts of the Proposed Action are commonly compared against the likely cumulative impacts of high population growth projections. This has the effect of diluting the impacts of the Proposed Action. After the initial reference on 2.2-21, the DSEIS never again discusses this particular purpose of using high population growth rates for its cumulative impact analysis, making one totally unaware that in fact, some of the impacts being discussed as cumulative actually should be associated with the Proposed Action itself.

MISCELLANEOUS ISSUES

I. The DSEIS Overstates the Need for a Commercial Airport at Homestead

A stated key basis for the Proposed Action has always been that Dade County requires a reliever airport for Miami International Airport (MIA). Specifically, the DSEIS in Appendix A at 4-7 states that MIA's capacity will be exceeded between 2006 and 2010.

But this conclusion is incorrect, as it is based upon outdated information. If, in fact, current information of traffic levels and projections is utilized, aviation experts we consulted with concluded that MIA will not require a reliever airport until approximately the mid-2020s, if then. We refer the reader to the report of Geospec Inc. attached as Exhibit B for this updated MIA demand analysis.

We note that the issue of whether or not a reliever airport is needed in Dade County may impact upon the FAA's compliance with Section 4(f) of the Department of Transportation Act. While the DSEIS on its terms does not include the complete discussion and analysis required under Section4(f), we provide the information above and the attached report concerning the need for a reliever airport in order to assist the FAA in its compliance with Section 4(f). We specifically reserve our rights to augment the information presented here, including after the FAA makes public further documentation concerning its compliance with Section 4(f).

II. The Likelihood of a Second Runway at Homestead

Our organizations have already provided substantial information to support our belief that the planned two-runway airport should be the Proposed Action for NEPA compliance purposes. We continue to believe this to be the case and object to the DSEIS' description of the Proposed Action as the existing one-runway airport. We do not repeat our prior written arguments and documentation in favor of our position here and instead incorporate such herein by reference

We want to point out that aviation experts we have consulted with do not believe that the Air Force contingent will remain at the Homestead site for very long if a

significant commercial airport is developed. No significant Air Force training facility and significant commercial aviation facility co-exist anywhere in the country. According to these experts, the reason for this is that the missions of commercial aviation and of military training are incompatible. We refer the reader to Geospec Inc.'s more detailed discussion of this issue in its report at Exhibit B

It is thus reasonably foreseeable that at some point in the next ten to fifteen years there will no longer be an Air Force contingent at the Homestead facility. This contingency has significant implications and should have been analyzed in the DSEIS. Among other things, it significantly affects noise impact analyses and would possibly result in accelerated growth of the commercial airport because of the additional available land and airspace

* * * *

CONCLUSION

On behalf of our organizations, we thank you in advance for your consideration of these comments on the DSEIS.

Respectfully yours,

Bradford H. Sewell
Natural Resources Defense Council

Kevin Collins
National Parks and Conservation Association

Don Chinquina
Tropical Audubon Society

Alan Farago
Sierra Club Miami Group

Frank Jackalone
Sierra Club

Shannon Estenoz
World Wildlife Fund

Alan Farago
Everglades Defense Coalition

Joe Browder
Tropic.org

Paul Schwerin
Biscayne Bay Foundation

David Ritz
Ocean Reef Community Association

Exhibit A

CRITIQUE OF NOISE IMPACT ANALYSIS

CONTAINED IN DRAFT SUPPLEMENTAL

ENVIRONMENTAL IMPACT STATEMENT

FOR DISPOSAL OF

PORTIONS OF

THE FORMER HOMESTEAD AIR FORCE BASE, FLORIDA

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March 6, 2000

Introduction

The former Homestead Air Force Base runway is two miles from the western edge of Biscayne National Park (NP), and 12 miles from the barrier islands, or Keys, in the center of the Park. Prevailing winds favor takeoffs to the east, over the Park, more than 90% of the time. According to the SEIS (Appendix F, Chapter II, page II-13), commercial jet aircraft would overfly the western portion of Biscayne NP at 5,000 feet above mean sea level, and the center of Biscayne NP at 7,000 feet. Taking the Keys as the center of the Park, the latter altitude corresponds to a takeoff slope of 6.3 degrees. Using this same slope, commercial jet aircraft would overfly the western boundary of the Park at 1170 feet.

The Draft Supplemental Environmental Impact Statement (SEIS) states that the Homestead base currently has 20,000 operations (takeoffs plus landings) per year, 10,000 of which are over the Park. This amounts to 27 operations per day over the Park. In 2015, the SEIS estimates that the proposed commercial airport with one runway would have 205 operations per day over the Park. At maximum use, the single runway would have 316 operations per day over the Park. Eventual construction of a second runway would, at maximum use, entail 507 operations per day over the Park. This amounts to a 19-fold increase over current levels of operations.

This combination (of the Park's close proximity to Homestead, and the significant increase in Homestead's aircraft operations) would be expected to result in a significant noise impact in the Park. Yet the SEIS predicts no such significant noise impact in the Park.

But the SEIS' analysis is flawed and its conclusion is incorrect. Most significantly (as discussed below) the baseline or "ambient" noise levels utilized by the SEIS are far too high and accordingly impacts from the massive new influx of aircraft are greatly underestimated. If, in fact, proper baseline measurements had been used, the noise impacts of the proposed airport would be inescapable: the airport will eventually result in commercial jet flyovers of the Park's western boundary every two minutes in daylight hours, producing a relentless din near the boundary, and spreading noise pollution widely in the Park. Similarly, the sum result of the SEIS' flaws is to deny to the public and decision-makers information needed to make an independent judgment about the severity of noise impact in the Park.

I. Flaws in the application of the Time Above Ambient Measure or Metric

The SEIS selected Time (of new aircraft noise) Above Ambient, abbreviated TAamb, "to provide an indication of the amount of time during the average day that aircraft are likely to be above the traditional ambient level. As such, it is the metric most sensitive to changes in the number of aircraft operations, and captures the effect down to very low

levels."[1] Time Above Ambient is a useful measure of noise impact in Biscayne NP, provided *ambient* is reasonably defined, because the fundamental threat of the proposed action is impairment of the natural soundscape for future generations. Time Above Ambient could provide a quantitative measure of the temporal aspect of the impairment (10% of the time, 50% of the time, etc.).

Yet the SEIS claims that "[o]ver Biscayne NP and Crocodile Lake NWR, durations of TAamb are projected to increase with the introduction of commercial traffic at HST. Increases in most of Biscayne NP would be less than 1 minute per day, with increases of up to 10 minutes per day generally closer to the airport, and an increase of up to 30 minutes per day in one grid."[2]

How can the expected huge increases in the number of aircraft operations be reconciled with such modest increases in the Time Above Ambient for Biscayne National Park? For a layperson, a flight every few minutes would appear to cause, as an intuitive matter, much more than several minutes of additional aircraft noise every day.

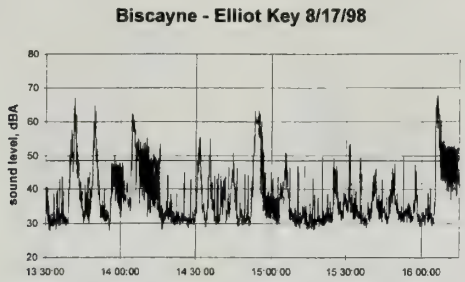
The answer lies in the SEIS's flawed characterization of ambient sound levels. These flaws can be summarized as follows:

(1) The SEIS neglects variations in natural sounds during the 24-hour day, and from season to season. In order reliably to capture such variations, long term sound monitoring is needed in national parks, similar to the round-the-clock, year after year monitoring of noise around major airports.
(2) The SEIS inaccurately separated out current aircraft sounds in determining traditional ambient, and
(3) The SEIS uses energy averaging -- inappropriately -- to characterize "traditional ambient" levels.

The sum result of these errors is the frequent use of "ambient" sound levels in the Time Above Ambient calculations that are far too high to be reasonable. Accordingly, far less time is characterized as above ambient than should be. Moreover, noise impacts in the Park are underestimated and otherwise mischaracterized.

We can discuss in detail each of these flaws in the SEIS' ambient sound level characterization -- and the flaws' synergistic effect -- by use of the following plot of sound levels.[3]

[1] Draft SEIS, page 4.5-27
[2] Draft SEIS, page 4.5-32
[3] The John A. Volpe National Transportation Systems Center conducted the measurements for the Federal Aviation Administration.



The blue line above represents the measured sound levels at this site, one each second. It contains one military jet aircraft flyover at medium altitude, plus nine commercial jet aircraft flyovers, all also at medium altitude. The ten identified jet flyovers are listed in the Table below. There were also flyovers by jets, which could not be identified, and flyovers by other types of aircraft. The red line above (near 49 dBA) is the "average traditional ambient level" for this site from the SEIS. It is computed after the aircraft events are excised. The red line is about as high as the sound level from television in a family room, near an operating refrigerator.

Biscayne – Elliot Key 8/17/98
Jet Aircraft Identified by Volpe Center

Type	Start	Stop
commercial	13:39:02	13:40:58
commercial	13:42:46	13:44:38
commercial	13:49.01	13:50.12
commercial	13:51.25	13:52.54
commercial	14:00:26	14:03.26
military	14:30:01	14:32:39
commercial	14:34:41	14:37.21
commercial	14:43:44	14:46:24
commercial	15:53:55	15:56:06
commercial	16:07:18	16:10.22

The plot above is not atypical. Similar plots for 10 other sites may be found in the Appendix. These plots for 11 sites come from a sample of 16 of the 29 Volpe measurement sites. They indicate that unreasonable ambient levels are attributed to 11/16, or 69%, of the measurement sites.

Except for cicada sounds (discussed below), it is plain that the blue line above represents numerous aircraft intrusions on a background, or ambient, that is 30 to 35 dBA, not 49 dBA. It is also noteworthy that the one military flyover is not the loudest.

1. Failure to Account for Diurnal/Seasonal Variations

The measure of ambient sound in the noise plot is strongly affected by the intense cicada sounds between about 14:07 and 14:15, and between about 16:07 and 16:15. But, at another time of the day or year, the cicadas might not be active. Absent the cicadas, the "average traditional ambient level" would be near 30 A-weighted decibels (dBA), not near 50. The reader should not have to guess about such matters of day-to-day and season-to-season variation, especially when the measure of ambient sound used in the SEIS is so sensitive to brief, loud natural sounds.

2. Non-Aircraft Noise is Incorrectly Excluded from Ambient Sound Measurement

The flaw of type (2), which is the subject of a report by Wyle Research Laboratories[4], is that the aircraft events are assumed to begin long before the aircraft affect the measured sound level, and assumed to end long after the aircraft affect the measured sound level. This methodological error inflates the ambient measurements in two ways.

First, the defect makes the aircraft portion of the data longer than it should be, thereby reducing the length of the "traditional ambient" portion. This in turn gives even more weight to the cicadas, since their effect is averaged over a shorter interval. The same would be true for any other loud, but brief non-aircraft sound, such as thunder.

Second, by unjustifiably labeling low sound levels as due to aircraft, and excising them from the "traditional ambient levels," the SEIS has introduced an upward bias into all aspects of the "traditional ambient levels." This is analogous to discounting low wage earners, and falsely concluding that average earnings are high. This upward bias is compounded when other, human produced, sounds are removed from the "traditional ambient levels" to get what the SEIS refers to as "natural ambient." Here again events are assumed to begin before they affect the measured sound level, and to end after they affect the measured sound level. Just as with the "traditional ambient," these upward biases affect all aspects of the "natural ambient," including its median sound level. As if this were not enough, the SEIS also uses the artificially elevated median of natural sounds to justify (or make plausible) the use of energy averaging for the "traditional ambient."

[4] Wyle Research Report WR 99-17, The Soundscape in South Florida National Parks.

The SEIS logic seems to be: If the SEIS result for median natural sound level is close to the SEIS result for average traditional ambient, both must be correct. Of course, there is another possibility: both could be (and are) wrong.

As the Wyle Report shows, this flaw of type (2) is found throughout the measurement data relied upon for the SEIS. This in itself is not surprising, since the flaw is methodological. One can say that the Wyle Report shows that the flawed methodology was applied very consistently.

3. Inappropriate Use of "Energy Averaging"

Even if the above measuring errors had not occurred, the ambient sound levels utilized in the SEIS would have been corrupted by a tremendous bias in how the "average" ambient sound level for a particular site was derived. The reader can easily discern that, in the tables above, the red line designating the supposed average ambient sound level for the site in question is far higher than the majority of the sounds recorded at the site, particularly when aircraft noise is excluded. This is the result of how the averaging process was done in the SEIS. The SEIS averaged not the sound levels themselves but rather the energy levels represented by the sound levels. That means that the sound levels were converted into sound energy. But this is not a one to one conversion. Rather, sound level happens to be the logarithm of sound energy. Thus, to get the energy, for averaging purposes, one must first raise 10 to the power (sound level/10). If the sound level is 50 dBA, one must first raise 10 to the power 5, getting 100,000; if the sound level is 30 dBA, one must first raise 10 to the power 3, getting 1000. When this has been done for all sound levels, the results are then averaged, and the reader may recognize that the sound level of 50 dBA gets 100 times the weight (in the averaging) as the sound level of 30 dBA. It is this disproportionate weighting that makes the energy average close to the highest sound levels during the measurement period.

Why does the SEIS use such an arcane means of averaging? One answer seems to be that the Federal Aviation Administration refuses to distinguish between noise impact on people, on the one hand, and noise impact on an environment, on the other. There is some legitimate basis for using energy averaging in assessing the noise impact on health and welfare of people exposed to high noise levels. But that is not the issue in Biscayne National Park, nor are visitors' opinions the *entire* issue. The issue in Biscayne National Park, and any Park threatened by noise pollution, is different in one key regard: the National Park Service has a duty to preserve and protect the natural environment (including the natural soundscape) unimpaired for future generations.

The really pernicious aspect of "energy averaging" is that, in effect, it uses brief, loud natural sounds to deny protection to quieter natural sounds over long time intervals. The cicadas, or thunder, for example, can yield "average traditional ambient" sound levels much higher that the flutter of a bird's wing, the ripple of a fish breaking the surface of

water, or the vocalization of a deer. Energy averaging should not be used to characterize ambient sound levels when the issue is an environment or soundscape at risk.

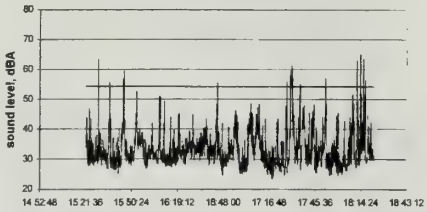
II. Estimate of the effect of flaws in applying Time Above Ambient

The result of the above-discussed flaws in the ambient sound level derivations in the SEIS is that significantly too high ambient sound levels are used in the Time Above metric calculations for about 69% of the sites. The effect in under-estimating the Time Above Ambient can be estimated as follows:

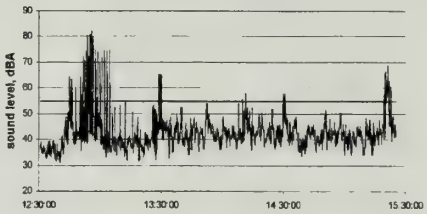
(1) The ascending portion of a commercial jet flyover is steeper than the descending portion. The ascending portion rises at about 0.5 dBA per second, while the descending portion declines at about 0.2 dBA per second. Equivalently, one can say the ascending portion requires two seconds per dBA rise, and the descending portion requires five seconds per dBA decline.
(2) Thus, for every 10 dBA drop in the ambient sound level, the Time Above Ambient for commercial jet aircraft increases by an amount equal to 10x2 + 10x5 = 70 seconds. For a 15 dBA drop in ambient sound level, the Time Above Ambient increases by 105 seconds.
(3) The additional effect for increased flyovers (operations) should be additive. If the SEIS ambient is 10 dBA too high and accordingly reduced, an increase in flyovers by 178 (year 2015) should increase the *corrected* Time Above Ambient metric by at least 178x70 = 12,460 seconds, or 208 minutes per day. If the SEIS ambient is 15 dBA too high, the same increase in flyovers should increase the corrected Time Above Ambient by at least 178x105 = 18,690 seconds, or 312 minutes per day.

As a specific illustration of the importance of ambient corrections, consider the 2 hours and 45 minutes of data in the preceding plot. There were 10 identified jet aircraft. Using a 15 dBA lower ambient level produces a 10x105 = 1050 seconds, or 17.5 minute increase in the Time Above Metric, according to the estimates developed above. This *increase* alone, and over less than three hours, is more than seven times as great as the Time Above Ambient per day modeled in the SEIS for Elliot Key in the year 2000.

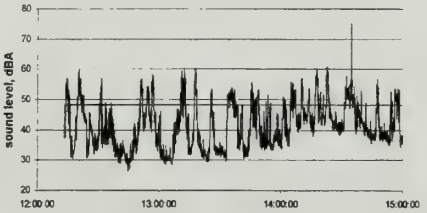
Everglades - Anhinga Trail 8/10/98
average traditional ambient in red



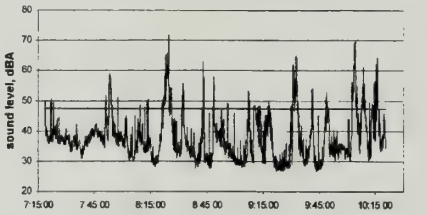
Everglades - Eastern Panhandle 8/13/98
average traditional ambient in red



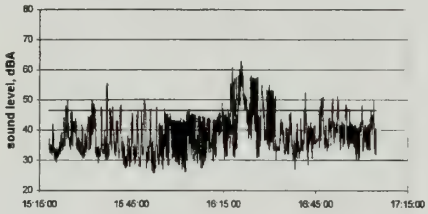
Biscayne - Boca Chita 8/10/98
average traditional ambient in red



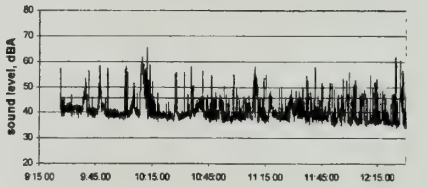
Biscayne - Fender Point 8/11/98
average traditional ambient in red



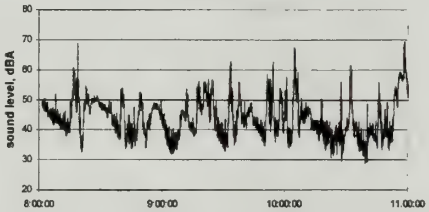
Everglades - Pinelands 8/12/98
average traditional ambient in red



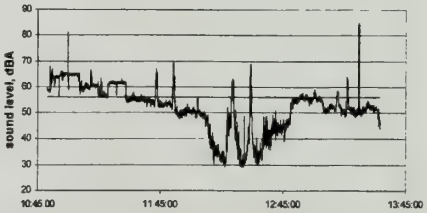
Everglades - Shark Valley 8/13/98
average traditional ambient in red



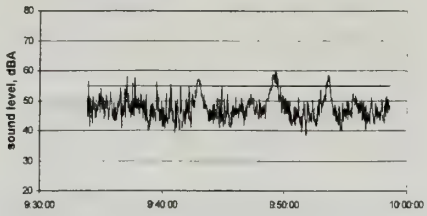
Biscayne - Rubicon Key 8/11/98
average traditional ambient in red



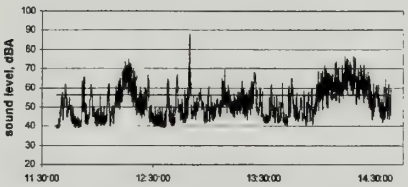
Biscayne - Soldier Key 8/13/98
average traditional ambient in red



Biscayne - Stiltsville 8/12/98
average traditional ambient in red



Biscayne - Visitors Center 8/11/98
average traditional ambient in red



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EDUCATION
Dartmouth College 1956-1960, A B (1960)
Dartmouth Medical School, 1960-1961
Rockefeller University 1961-1967, Ph D (1967)
Major area Theoretical Physics
Cargese Summer School in Theoretical Physics, 1964
Summer School on Fundamental Problems in Statistical Mechanics II, 1967

PROFESSIONAL POSITIONS

1984-present	Senior Physicist, Lawrence Livermore National Laboratory, Livermore, California
1988-1992	Group Leader, Lawrence Livermore National Laboratory Livermore California
1981-1984	Senior Research Associate, Applied Research Laboratory, The Pennsylvania State University
1979-1981	Director, Noise Technical Assistance Center, Department of Aerospace Engineering Sciences, University of Colorado
1978-1979	Visiting Scientist, U S Environmental Protection Agency Region VIII
1976-1981	Associate Professor, Department of Aerospace Engineering Sciences, University of Colorado
1973-1974	Consultant, Dynastor, Inc.
1968-1976	Assistant Professor, Department of Aerospace Engineering Sciences, University of Colorado
1967-1968	Technical Staff Member, Bell Telephone Labs

James D Foch Jr Page Two

SECURITY CLEARANCE. DOE "Q"

GRANT SUPPORT

1982-1984	NAVSEA Research Contract
1979-1981	EPA Cooperative Agreement
1973-1975	NSF Research Grant
1972	NSF International Travel Grant
1969-1972	NSF Research Initiation Grant
1969	University of Colorado Council on Research and Creative Work Summer Fellowship (declined in favor of above grant)

PROFESSIONAL RECOGNITION

Invited speaker at the international symposium, "100 Years Boltzmann Equation " Vienna (September 1972)
Contributor to the Van der Waals Centennial Conference on Statistical Mechanics Amsterdam (August 1973)
Contributor to the Eleventh Biennial Fluid Dynamics Symposium on Advanced Problems and Methods in Fluid Mechanics, Sopot-Kamienny Potok Poland (September 1973)
Lecturer at Boulder Noise Institutes, University of Colorado (1977, 1978, 1979, 1980)
Contributor to EPA Noise Training Workshop, The Pennsylvania State University (Ocotober 1978)
Contributor to National Association of Noise Control Officials Task Force Meeting on Motor Vehicle Noise Control, Fort Walton Beach, Florida (January 1979)
Recipient of Certificate of Recognition from EPA (1979)
Reviewer of grant proposals for NSF and National Research Council.
Reviewer of manuscripts for *The Physics of Fluids*, *Physical Review Letters*, and *Journal of Mathematical Physics*
Recipient of commendation from Assistant Secretary of Interior (1981)

TEACHING EXPERIENCE:

Aerodynamics	Physical Acoustics
Architectural Acoustics	Musical Acoustics
Computational Fluid Mechanics	Noise Pollution
Fluid Dynamics	Statistical Mechanics
Gas Dynamics	Stochastic Processes (recitation)
General Relativity (recitation)	Theory of Elasticity
Heat Transfer	Thermodynamics
Kinetic Theory of Gases	

James D Foch, Jr Page Three

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"Light Scattering by Fluid Mixtures Using Stochastic Equations " *The Physics of Fluids* Vol 15, No 2 February 1972, pp 224-229
"Improved Kinetic Theory of Sound Propagation" (coauthor M L Fuentes), *Physical Review Letters* Vol 28, No 20, May 1972, pp. 1315-1317
"Theory of Sound Propagation in Mixtures of Monatomic Gases" (coauthors G E Uhlenbeck and M L Fuentes), *The Physics of Fluids*, Vol. 15, No 7 July 1972 pp 1224-1232.
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"Shock Structure in a Maxwell Gas According to the Chapman-Enskog Development," *Archives of Mechanics*, Vol. 26, 1974, pp 369-382
"Flexible Disc Rotating Beneath a Flat Plate," Dynastor, 1974
"Corrections to the Stokes Drag Near Thermodynamic Critical Points" (coauthor B J Ackerson), *The Physics of Fluids*, Vol. 18, No 8, August 1975 pp 931-934
"Simple Proof of the Convergence of Shank's Transformation for Meromorphic Functions," *SIAM Journal on Applied Mathematics*, Vol 30, No 2, March 1976, pp 349-351
"Numerical Integration of the Burnett Equations for Shock Structure in a Maxwell Gas," in *Progress in Astronautics and Aeronautics*, Vol. 51 (Part 1) *Rarefied Gas Dynamics* edited by J L Potter (American Institute of Aeronautics and Astronautics New York 1976), pp 483-500
"Motor Vehicle Noise Monitoring from a Patrol Car," *Proceedings of the Technical Program NOISEXPO* (Chicago April 2-5, 1979), pp 145-149
"Sound Levels in Bryce Canyon National Park and the Noise Impact of the Proposed Alton Coal Mine " Technical Report for EPA, 1980
"Sound Levels from Oil and Gas Exploration Activities (Flathead National Forest, Glacier National Park, Helena National Forest)" (coauthor R E Burke), EPA Report 1985 EPA 908/1-85-001

"Monte Carlo Simulation of Free Jet Flow from a Slit" (coauthors J B Anderson, M J Shaw, R C Stern and B J Wu) *Proceedings of the Symposium on Rarefied Gas Dynamics* (B G Teubner, Stuttgart 1986)
"Statistical Theory of Electronic Energy Relaxation" (coauthors J B Anderson, M J Shaw, R C Stern and B J Wu) *Proceedings of the Symposium on Rarefied Gas Dynamics* (B G Teubner, Stuttgart 1986)
"Bryce Canyon National Park and the Protection of Natural Quiet", *Sound and Vibration*, February 1992

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"Mars Run 86 Vapor Distributions and Internal Temperature," CLYA 86-20
"Mars Run 87 - Uranium Azimuthal Distribution," CLYA 86-105
"NSP code modification," CLYA 86-135
"Virtual Source Height Adjustments to Azimuthal Distributions Inferred from Mars Laser Data," CLYA 86-201
"Evidence for Azimuthal Increase of Uranium Mach Number," CLYA 86-269
"Observations of Density and Rate Fluctuations in Mars Run 90 (Version 2)," CLYA 86-291
"Basis for Inferences about Azimuthal Mach Number Variation," CLYA 86-293
"Non-ideal Vaporization," CLYA 86-363
"Cylindrical Free Expansion According to the Navier-Stokes Equations," CLYA 86-364
"Real Time Mach Number Indicators for Enrichment Demonstrations," CLYA 86-365
"Trench depth and stirring speed," CLYA 86-367
"Some Effects of Parallel and Doppler Temperatures in Mars," CLYA 86-373
"NSP code Modification - directional temperatures," CLYA 86-374
"Directional Temperatures in Hard Sphere Mixtures," ST 86-243
"Method of Characteristics with Internal Degrees of Freedom," ST 86-253
"Source Width and Uranium Internal Temperature in SDF," ST 87-29
"Initial Results for Collisional Contributions to Uranium Coating Fractions for the Mars III-R Extractor," PD 87-88
"Are Photons Necessary for AIS?" PD 88-90
"Translational Temperatures and charge exchange," PD 88-114
"Density Distributions, Flow Tilt, and Nonselective Pickup," PD 88-142
"Use of Local Variation of Nonselective Pickup to Support Line Shape Analysis Results," IS 88-86
"Collisional Effects on Aerodynamic Deposition in AVLIS Extractors," IS 88-100
"Collisionless Densities and Fluxes," IS 88-107
"Photon Pulse Shapes and Related Phenomena for AIS Separators," IS 88-116
"Quenching Collisions and Nonselective Pickup in Special Isotope Separation," IS 88-137
"Line Shape Analysis for Advanced Isotope Separation," IS 88-138
"Scaling of Uranium Temperature in Isentropic Expansion," IS 89-026
"Scaling of Uranium Terminal Velocity in Isentropic Expansions," IS 89-042

JAMES D FOCH

(cc Mail name, Jim Foch, nationally propagated)

Dr Foch is a physicist with extensive experience in environmental acoustics During 1978-1979 he was a visiting scientist at the Environmental Protection Agency (EPA) regional offices in Denver, where he specialized in noise control matters His duties included reviewing draft Environmental Impact Statements (EISs), as well as measuring, analyzing, and interpreting sound levels During 1980-1981, he was Director of the Noise Technical Assistance Center at the University of Colorado, from which he continued to assist the EPA regional offices in Denver In addition, he assisted state and local governments in Colorado, Montana, North Dakota, South Dakota Utah, and Wyoming

Dr Foch assisted EPA during the lengthy review over whether to permit jet service to Jackson Hole Airport in **Grand Teton N.P.** Subsequently, as a consultant to the Sierra Club Legal Defense Fund (SCLDF), he made two trips to the Park to record both ambient sound and aircraft noise (Boeing 737 and Convair 580) He assisted the SCLDF at both District and Appellate Court level

During 1980, in cooperation with EPA, NPS, the Office of Surface Mining (OSM) and University of Colorado students, Dr Foch analyzed the noise impact of the proposed Alton surface coal mine on **Bryce Canyon N.P.** The analysis involved extensive (for the time) measurements of ambient sound in the Park, measurement of several types of blasting noise at three surface coal mines, predictions of meteorological and terrain effects on long range sound propagation, and (perhaps for the first time in any national park) an assessment of noise impact based on audibility of intruding noise He also testified at OSM public hearings on the unsuitability of surface mining near the Park, and was retained by the Department of Justice to rebut proponents of the coal mine More recently he assisted NPS when renewed interest was expressed in mining other lands close to the Park

In 1981 Dr Foch was asked by EPA to measure sound levels in **Glacier N.P.**, **Flathead N.F.**, and **Helena N.F.**, where oil and gas exploration were threatening grizzly bear habitats. The measurements included long term unattended monitoring, tape recordings and octave band analysis of ambient sound and blasting noise, and measurements of helicopter noise

When a nuclear waste repository was being considered adjacent to **Canyonlands N.P.**, Dr Foch was asked by the State of Utah to analyze the noise impact. His comments on the draft EIS helped persuade the Department of Energy that audibility was the proper measure of noise impact in pristine areas, and that meteorological and terrain effects would be very important on long range sound propagation from the proposed repository to the Park

In 1988 and 1989 Dr Foch assisted SCLDF in reviewing a California Department of Transportation proposal to build a freeway through **McNee Ranch State Park**. Important parts of his review were affirmed in a subsequent Federal District Court decision In 1996, by a three to one margin, voters endorsed a tunnel under the Park as the preferred alternative

During the ongoing controversy about fixed wing and helicopter flights over **Grand Canyon N.P.**, Dr Foch assisted SCLDF in analyzing the impact, advised Park officials and summer volunteers on noise measurements, documented the frequency of overflights along trails descending from the south rim, and served on an NPS task force charged with suggesting aircraft noise policies In the task force deliberations, he lobbied vigorously for long term ambient sound monitoring in western national parks to establish a baseline for assessing any noise threat (aviation or otherwise) to natural quiet Such monitoring was subsequently adopted by NPS and there is now a growing database of ambient sound levels in western national parks

In 1992 Dr Foch helped the City of Fremont (CA) assess the noise impact of an aerial extension of **Bay Area Rapid Transit** train tracks through **Fremont Central Park**.

Additional work has included an assessment, for the Sierra Club West Virginia Chapter, of the noise impact of a proposed four lane highway through the **Monongahela N.F.**; analysis of the noise impact of a proposed outdoor amphitheater near **Petroglyph N.M.**; sound level measurements during noise tests for a proposed outdoor amphitheater in Chula Vista, California, and subsequent public testimony, sound level measurements in **Zion N.P.** as part of a noise assessment for alternative transportation systems intended to alleviate automobile congestion and traffic noise, and tape recordings of jet boat noise and tour aircraft noise in **Canyonlands N.P.**

In 1994 Dr Foch developed a mobile, seven foot diameter noise antenna for detecting outdoor amphitheater noise *before* it becomes audible The antenna has been successfully tested on five occasions in northern California, at distances of one to four miles from outdoor amphitheaters.

In 1995 Dr Foch testified as an expert witness in Federal District Court in Seattle His testimony, part of a class action law suit against **Seattle-Tacoma International Airport**, was based on weeks of round-the-clock measurements and tens of hours of recordings Some of the recordings were reproduced in the courtroom for a jury

During 1995-1997 in **Black Canyon of the Gunnison N.M. and Devils Tower N.M.**, Dr Foch developed and deployed a sound monitor which saves sound levels each second for many months. The solar powered system is shoe box size, inexpensive, and reliable in extreme weather (heavy summer rain storms, winter temperatures of -37 F, etc.) It is well suited to quantifying indigenous sound levels and aircraft overflights

In 1997 Dr Foch helped analyze the impact of a proposed toll road on **San Onofre State Beach** for the California Department of Parks and Recreation (CDPR) He provided a rational basis for an estimate of the lost value (in dollars) to CDPR, due to the toll road, and advocated significant land exchanges and land use changes as mitigative measures

Dr Foch has also served clients on a variety of other noise matters, including the effect of helicopter noise on archaeological structures, the effect of jet noise on French squab farms relocation of the Austin (TX) airport noise mitigation in a Washington (DC) park, noise impact of a resort adjacent to **Rocky Mountain National Park**, noise impact of a shooting range in rural New Hampshire, enhancement of recorded criminal conversation, and relocation of the **Oakland Cypress structure** damaged by the Loma Prieta earthquake

Exhibit B

MEMORANDUM

TO: Bradford H. Sewell, NRDC

FROM: James D. Foch

RE: Attached Biographical Narrative

DATE: January 25, 2000

The biographical narrative is a couple of years out of date. It omits work in Padre Island National Seashore, Big Thicket National Preserve, Lake Meredith National Recreation Area, and Badlands National Park, all of which included both long term monitoring and short term monitoring (plus recording). The work in the Badlands focused on noise from helicopter tour operators.

INVESTIGATIVE REPORT

REDEVELOPMENT OF HOMESTEAD AIR BASE

SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT ISSUES

February 2000

Prepared For

Natural Resources Defense Council

Prepared By

Geospec, Inc
Aviation Consultants Fountain, Colorado

Introduction

The Natural Resources Defense Council is in the process of reviewing the draft Supplemental Environmental Impact Statement for the redevelopment of the Homestead Air Base in Florida. This review required professional assistance of consultants accomplished in airspace management, procedures and aviation forecasting to address three specific issues. (1) the time frame Miami International Airport will exceed capacity (operations exceed acceptable level based on market impacts, etc.), (2) will the military operate a legitimate training operation at an airport with a significant level of civil air carrier operations, and (3) the potential problem of bird strikes at the Dade County-Homestead Regional Airport (formerly Homestead AFB). Each issue with its corresponding conclusion is discussed in this report.

Issue 1. – Miami International Airport Capacity

Overview

The *Draft Supplemental Environmental Impact Statement (SEIS)*[1] uses the forecasts from the 1994 Master Plan and the 1997 Dade County Aviation System Plan to analyze the capacity for Miami International Airport. Although the forecasts were updated in 1997, the data are primarily the data from the 1994 Master Plan.

The *SEIS* report incorporated a compound annual growth rate from 1994-2015 of 2.7% for domestic passengers and 4.6% for international passengers at Miami International Airport. Total operations increased from 1994 to 2015 at a compound annual growth rate of 1.6%.

A major problem with the forecasts in the *SEIS* is the base from which the forecasts were made. The 1994 data were actually estimated data, with the most recent data for the forecasts being the 1993 data. The forecasts then covered 1995 through 2015. Air traffic during the period 1995 through 1999 did not materialize in the way that the forecasters had anticipated. In fact, the actual total passengers for 1999 were 14.6% lower than the forecasted amount. The actual operations were 21.1% lower than the forecasted operations for 1999. These are significant deviations.

Passengers

We have not performed a completely new forecast. Rather we have updated the forecasts in the *SEIS* and obtained more accurate passenger projections by using more recent data as the base for the forecasts. We have then applied the *SEIS* annual percentage increases to the updated base. In Table 1 below, we have used the actual passengers for 1999 as the basis for the revised forecasts. The total passengers increase from the actual number of passengers (33,899,332) in 1999 to 54,512,226 in 2015 rather than from a forecasted value

[1] *Draft Supplemental Environmental Impact Statement, Disposal Of Portions Of The Former Homestead Air Force Base, Florida*, with the U.S. Air Force and the FAA being the responsible agencies.

of 38,850,000 in 1999 to 62,640,000 in 2015 as indicated in the *SEIS*.[2] The revised passenger forecasts are 14.9% lower in 2015.

Table 1: Passenger Forecasts

	SEIS Domestic Passengers	SEIS International Passengers	SEIS Total Passengers	Annual Change	REVISED Domestic Passengers	REVISED International Passengers	REVISED Total Passengers
1990	15,828,665	10,008,780	25,837,445	10.49%	15,828,665	10,008,780	25,837,445
1991	15,696,783	10,894,632	26,591,415	2.92%	15,696,783	10,894,632	26,591,415
1992	14,970,138	11,513,579	26,483,717	-0.41%	14,970,138	11,513,579	26,483,717
1993	16,287,173	12,373,223	28,660,396	8.22%	16,287,173	12,373,223	28,660,396
1994	16,874,000	12,900,000	29,774,000	3.89%			
Projected							
1995	17,840,000	14,950,000	32,790,000	10.13%			
1996	18,490,000	15,870,000	34,360,000	4.79%			
1997	19,110,000	16,770,000	35,880,000	4.42%			
1998	19,710,000	17,670,000	37,380,000	4.18%			
1999	20,300,000	18,550,000	38,850,000	3.93%	18,141,835	15,757,497	33,899,332
2000	20,850,000	19,400,000	40,250,000	3.60%	18,633,363	16,479,539	35,112,901
2001	21,490,000	20,450,000	41,940,000	4.20%	19,205,322	17,371,472	36,576,794
2002	22,090,000	21,460,000	43,550,000	3.84%	19,741,534	18,229,428	37,970,962
2003	22,640,000	22,250,000	44,890,000	3.08%	20,233,061	18,900,502	39,133,563
2004	23,220,000	23,150,000	46,370,000	3.30%	20,751,399	19,665,016	40,416,416
2005	23,790,000	24,080,000	47,870,000	3.23%	21,260,801	20,455,015	41,715,816
2006	24,350,000	24,980,000	49,330,000	3.05%	21,761,265	21,219,530	42,980,795
2007	24,920,000	25,910,000	50,830,000	3.04%	22,270,666	22,009,528	44,280,195
2008	25,490,000	26,820,000	52,310,000	2.91%	22,780,068	22,782,537	45,562,605
2009	26,040,000	27,740,000	53,780,000	2.81%	23,271,595	23,564,041	46,835,637
2010	26,590,000	28,650,000	55,240,000	2.71%	23,763,123	24,337,051	48,100,173
2011	27,180,000	29,550,000	56,730,000	2.70%	24,290,398	25,101,565	49,391,963
2012	27,750,000	30,470,000	58,220,000	2.63%	24,799,799	25,883,069	50,682,868
2013	28,310,000	31,370,000	59,680,000	2.51%	25,300,263	26,647,584	51,947,847
2014	28,890,000	32,300,000	61,190,000	2.53%	25,818,602	27,437,582	53,256,184
2015	29,440,000	33,200,000	62,640,000	2.37%	26,310,129	28,202,097	54,512,226

Source: (1) SEIS Report and (2) Miami International Airport – Traffic Report for Twelve Months Ended December 31, 1999, the data for 1999 in the Revised columns are the actual data.

[2] Page 4-3, Table 4-1, 1997 Dade County Aviation System Plan – Miami International Airport Passenger Forecast, *Appendix A – Airport Planning Technical Document, Draft Supplemental Environmental Impact Statement*

Operations

Similarly, without performing completely new forecasts, the number of operations can be projected by changing the base and using the *SEIS* percentage increases on an annual basis. In Table 2 below, we have used the actual operations for 1999 as the basis for the revised projections. The actual number of operations in 1999 was 516,507 – over 21% less than the 625,379 forecasted in the Master Plan and used by the *SEIS*.[3] Using a base of 516,507 operations in 1999, the number projected, using the *SEIS* annual rates of change, for 2015 is 644,986. The *SEIS* forecast for 2015 was 780,940.

[3] Page 4-4, Table 4-2, 1997 Dade County Aviation System Plan – Miami International Airport Aircraft Operations Forecast, *Appendix A – Airport Planning Technical Document, Draft Supplemental Environmental Impact Statement*

Table 2: Operations Forecasts

	SEIS Total Operations	Revised Total Operations
1989	385,135	
1990	480,987	
1991	475,184	
1992	496,822	
1993	533,554	
1994	555,000	
1995	582,030	
1996	593,927	
1997	604,977	
1998	615,466	
1999	625,379	516,507
2000	634,376	523,938
2001	646,308	533,792
2002	657,254	542,833
2003	665,917	549,988
2004	675,358	557,785
2005	685,442	566,114
2006	695,537	574,451
2007	705,742	582,880
2008	715,564	590,992
2009	725,278	599,015
2010	734,684	606,783
2011	744,245	614,680
2012	753,658	622,454
2013	762,763	629,974
2014	772,109	637,693
2015	780,940	644,986

Source: SEIS Report, Miami International Airport – Traffic Report for Twelve Months Ended December 31, 1999, and PSI calculations

Table 3: Revised Total Operations to 2025

Year	SEIS Total Operations (1999-2015)	Revised Total Operations (1999-2025)
1999	625,379	516,507
2000	634,376	523,938
2001	646,308	533,792
2002	657,254	542,833
2003	665,917	549,988
2004	675,358	557,785
2005	685,442	566,114
2006	695,537	574,451
2007	705,742	582,880
2008	715,564	590,992
2009	725,278	599,015
2010	734,684	606,783
2011	744,245	614,680
2012	753,658	622,454
2013	762,763	629,974
2014	772,109	637,693
2015	780,940	644,986
2016		651,436
2017		657,951
2018		664,530
2019		671,175
2020		677,887
2021		684,666
2022		691,513
2023		698,428
2024		705,412
2025		712,466

Source: SEIS Report, Miami International Airport – Traffic Report for Twelve Months Ended December 31, 1999, and PSI calculations

Demand vs. Capacity

The *SEIS* indicates that the capacity of Miami International Airport is currently 550,000 annual operations and that the addition of the 4th runway increases capacity to approximately 680,000 annual operations.[4] The *SEIS* projections indicate that MIA capacity, with the 4th runway, will be exceeded by 2008.[5] The updated forecasts using current data as a base for the projections indicate that annual operations at Miami International Airport will be 590,992 annual operations in 2008 and 644,986 annual operations in 2015.[6] Neither of these forecasts exceeds the capacity of 680,000 annual operations. If the annual operations are increased at the rate of 1% annually after 2015, annual operations reach 677,887 in 2020 and 712,466 in 2025, as indicated in Table 3.

However, the estimate that Miami International Airport would reach a capacity of 680,000 annual operations in 2020 has some additional uncertainty. It may take longer for Miami International Airport to reach this level of operations. Over the past three years, traffic has declined at the airport and Miami International Airport is not seeing the expansion of traffic that had been anticipated 6 years ago. Table 4 shows the changes over the past three years in passengers, cargo and operations – passengers, cargo, and operations all declined in 1999. However, in 1992, 1993, and 1994, aircraft operations increased by 4.55%, 7.39%, and 4.09% respectively.[7] These increases were a significant factor in developing the operations forecast in the *SEIS* report.

Table 4: Percentage Changes in Air Traffic

	Passengers	Percent Change Cargo	Operations
1997	3.07%	3.27%	-0.32%
1998	-1.73%	1.55%	0.59%
1999	-0.11%	-7.92%	-3.68%

Source: Miami International Airport Statistics and PSI calculations

[4] Page 4-7, *Draft Supplemental Environmental Impact Statement, Appendix A – Airport Planning Technical Document*

[5] Table 4-2, page 4-4, of *Draft Supplemental Environmental Impact Statement, Appendix A – Airport Planning Technical Document* forecasts 715,564 operations per year in 2008 and Table 4-5, page 4-8, forecasts 711,111 annual operations in 2008. Both of these projections exceed the capacity of 680,000 annual operations.

[6] See Table 2: Operations Forecast above.

[7] These rates of change are based on the data in Table 2 above.

Table 4 shows that operations at Miami International Airport decreased by approximately 3.4% for the years 1997 through 1999, approximately 1.14% per year. The *SEIS* forecasts assume an increase in operations of approximately 1.4% per year from 1999 through 2015. The difference is significant. If we assume that operations will increase at 1% annually, lower than the 1.4% per year but higher than the negative growth of the last three years, aircraft operations at Miami International Airport would not exceed 680,000 operations until 2027, at which time operations would be projected to be 682,456.

The question is what has caused the decline in aircraft operations over the past three years and what are the prospects for the next twenty plus years. During the past three years, the Miami economy was relatively strong with increasing total employment and experiencing a decrease in unemployment from 7.3% for 1996 to 5% for 1999.[8] A stronger economy would generally mean increases in origin and destination passengers and cargo. Table 4, however, shows weakness in passenger and cargo growth. Also, economic activity in Latin America showed positive increases over the last three years. In fact, FAA reported increases in international air passengers to/from Latin America at 5.4%, 5.4%, and 5.9% for 1997, 1998, and 1999 respectively.[9] However, commercial aircraft movements at Miami International Airport increased only 0.49% for 1999 and passengers increased only 1.75% for the year. Clearly, the major share of the increases in international passengers and international commercial aircraft operations have been bypassing Miami International Airport. A significant factor is the establishing of new direct routes to cities in Latin and South America from other airports in the U.S. For example, there are now direct flights to cities in the MERCOSUR[10] countries from Chicago's O'Hare International Airport that did not exist 4 years ago. There are also flights from Houston to cities in Latin and South America that did not exist 4 years ago. Previously, most of these flights passed through Miami International Airport. If these new routes are permanent changes, other airports will absorb a significant portion of the growth that was previously forecasted for Miami International Airport and the growth rate in aircraft operations of 1% per year may be too high.

Peak Hour Demand

Although the SEIS projects that peak hour demand will reach peak hour capacity by 2008, incorporating current data into the forecasting process suggests that peak hour demand will not exceed capacity before 2015. According to the Master Plan and the 1997 Dade County Aviation System Plan, the peak hour capacity of Miami International Airport with the 4th runway would be 142 operations in 2001 and 138 operations in 2008.[11] This *SEIS* report indicates that peak hour demand would reach 137 in 2001 and 149 in 2008, thereby

[8] Metropolitan Area Employment and Unemployment: Dec. 1999, News Release, February 2, 2000
[9] Page 18, Table 1-2, Aviation Activity Forecasts, Large Air Carriers, *24th Annual Commercial Aviation Forecast Conference Proceedings*, March 24 and 25, 1999, Washington, DC. The 1999 figure is a forecast.
[10] The member countries of the MERCOSUR are Argentina, Brazil, Paraguay, and Uruguay. Bolivia and Chile are associate members.
[11] Table 4-6, page 4-9, *Draft Supplemental Environmental Impact Statement, Appendix A – Airport Planning Technical Document*.

exceeding capacity.[12] However, the current peak hour demand is approximately 120 to 125 operations per hour and current capacity for the normal East Flow is 125 operations per hour.[13] Using the methodology from the Draft Supplemental Environmental Impact Statement, peak hour demand should be only about 133 in 2008 and capacity should be in excess of 138 operations per hour. Peak hour demand should not exceed capacity during the forecast period to 2015. Moreover, airports can manage (and reduce) peak hour demand, if necessary.

Conclusion

Revising the base data used in the forecast to reflect actual 1999 data on passengers, operations, and peak hour operations and using the methodology contained in the 1994 Master Plan and 1997 Dade County Aviation System Plan, demand will not exceed capacity at Miami International Airport until 2020. However, if airlines have permanently reduced some of their reliance on Miami International Airport as a gateway to Latin America, Miami International Airport will most likely not exceed capacity until the mid-2020s.

Issue 2. – Dual Use of Homestead Regional Airport for Military Training and Commercial Aviation

The airfield and other portions of Homestead Air Force Base (HAFB) have been transferred to Dade County through the Defense Closure and Realignment Act of 1990. The Base was recommended for closure by the Base Closure and Realignment Commission (BRACC) in July 1993, and Dade County, by resolution of the Metro-Dade County Commission, agreed to be the lead local agency to assume the ownership and operation of the HAFB site for aviation and economic development. The Air Force retained a portion of the 1,632 acres of surplus property as the Homestead Air Reserve Base (HARB). The airfield and civilian aviation uses areas are now known as Dade-Homestead Regional Airport, with the Airport Designation HST. This airport is located in south Florida, 3 miles east of Homestead, FL on the edge of the Everglades, near Biscayne Bay and a number of national parks.

The HST airport in its dual-use role is expected to have a significant effect in helping South Florida meet its air transportation needs into the 21st century. However, the question that remains, is it feasible to have a high volume military training activity sharing the same airfield with a significant volume of air carrier operations?

A review of 311 U.S. Military airports located within the United States, and all Public Use airports listed in the Airport Facility Directive (AFD) indicate that high military training activities are not at airports having a high level of air carrier operations. There are many public use airports having 19% and up to 27% military based aircraft. However these

[12] Page 4-9, Table 4-6, *Draft Supplemental Environmental Impact Statement, Appendix A – Airport Planning Technical Document*.
[13] Data were received from the Miami International Airport's Statistical Office, 29 February 2000

aircraft are mostly Air National Guard, and they do very little, if any, training at the public use airport.

There are many reasons why the civil air carrier operations are kept separate and apart from military training operations, e.g., qualifications of flight crews, aircraft performance, separation requirements, and mission support requirements. The following is a list of specific activities that would not be acceptable to a civilian air carrier operation due to safety and/or economic considerations:

- Installation of Arresting device at each runway end;
- Aircraft carrying live ammunitions (bullets, bombs, and missals);
- Non-radar Instrument Approach Training;
- Special Flight Pattern, e.g., Simulated Flame Out (SFO) and/or 360 Overhead Approach practice;
- Touch & Go practice;
- Reduced separation criteria;
- Military Air Traffic Control procedures;
- Tow Target operations (Departure and Recovery),
- Formation flying;
- Drag chute deployments and recovery;
- Military Priority Operations (Scrambles, etc.); and
- Airport design requirements, including FAR Part 77.28 Military Airport Imaginary Surfaces

Conclusion

Since the military has not elected to co-locate its training operation on a civilian air carrier airport in the past, and such a dual-use facility doesn't exist in the present, it is doubtful that such a concept involving the envisioned level of activity will become a reality in the future.

Issue 3. - Bird Strikes

Bird strikes are discussed in the subject EIS under Air Space and Safety on pages 4-4.6, 7 and 8. Bird strikes are normally considered an operational problem and not an environmental impact problem.

The information presented there indicates that six bird strikes have occurred per year historically. This results in one strike for each 3,300 operations. Homestead does not appear to conform to recommendations contained in Advisory Circular 150/5200-33 on "Hazardous Wildlife Attractants On Or Near Airport." This guidance suggests that for airports serving turbine powered aircraft, siting criteria should allow at least 10,000 feet between the airport and a wildlife attractant. The EIS indicates that the county has proposed the L-31E Flow way Redistribution project and that the "county's proposed storm water treatment and distribution area would result in an expansion of wetlands to the

east of the former base." This would be within one mile of the runway and would result in the creation of "habitat highly conducive to attracting waterfowl and wading birds."

In addition to the surrounding natural land uses including the Everglades and other national parklands which increase the risk of bird strikes locally, Florida is the worst state in the union with respect to this problem according to the FAA report, "Wildlife Strikes to Civil Aircraft in the United States 1990-1998." Of the 21,257 birds strikes reported during the nine years from 1990 to 1998, 2,056 were reported in Florida, approximately 9.6% of the national total. Since aircraft operators and FAA personnel generate the reports, the authors estimate that their figures represent about 20% of the actual total number of bird strikes.

The Boeing 737 series aircraft are the most common aircraft type struck. Negative effect-on-flight strikes occur 50 times per year on average and damaged aircraft component strikes occur 85 times per year over the nine-year study period. The B-737s are expected to be one of the most numerous forecast types in the long-term future mix at Homestead.

A mitigation plan is acknowledged to be required on page 4.4-8 of the EIS despite the authors' conclusion that statistics presented show that "the potential for aircraft accidents do not suggest a significant risk." This is possibly a reflection of the fact that relatively few bird strikes, about 2 per year, result in the destruction of the aircraft. Waterfowl and gulls are the largest two subgroups of birds involved in bird strikes in the nine years of incidents tallied.

However, bird strikes are a major concern as reflected in the Airport Facility Directory which states. Birds on and in the vicinity of runway; especially prevalent 1 hour before sunset and 1 hour after sunrise. Numerous large and small birds on and in the vicinity of airport. Contact Base Operations for bird hazard information, bird watch condition is on ATIS.[14]

Conclusion

An increase in aircraft operations at the Homestead site would result in a corresponding increase in bird strikes.

[14] Automated Terminal Information Service

Confidential Resume of

GLENN A. BALES

7309 Old Pioneer Trail
Fountain, CO 80917
Tel (719) 390-7618

Summary of Background

- Management - FAA Policy, Practices, Personnel regarding ATC & Airport Operations and Planning
- Airline - ATC Policy Development
- Airline (c) FAA Liaison
- Research, Design, Development, Improvement of Air Traffic Control Systems & Procedures
- ATC Specialist - En Route & Terminal
- Aviation Consulting - Airport/Airspace Analysis
- Community Relations

Experience Overview

Have been associated with the aviation industry since 1955 Rated pilot and served as an air traffic controller for eleven years at Indianapolis Air Route Traffic Control Center, Chicago Midway and Chicago O'Hare Control Towers After leaving the O'Hare Tower in 1966, became Assistant Director of the Air Transport Association's Eastern Regional Office and, in 1968, joined American Airlines Air Traffic Control Operations and Research Department, as Manager of Air Traffic Control Operations and Standards Left the airline industry in 1972 to become Vice President of Aero Analysis Corporation, a small New York based consulting organization, specializing in airport and system planning Two years later, in 1974, returned to a government post in the FAA's Air Traffic Service Evaluation Staff. Before retiring from the FAA in 1989, I served as Programs Officer, Operations Officer, Deputy Chief at St. Louis Tower; Manager of the Rochester, New York Control Tower; Assistant Manager, Los Angeles Air Route Traffic Control Center; Manager, FAA Eastern Region Airspace and Procedures Branch; and Program Manager, Expanded East Coast Plan In 1989 founded Geospec, Inc , and aviation consulting firm specializing in airspace and compatible land use analyses

Author of many technical papers covering airborne avionics, air traffic control concepts, system analysis, and future airline capital expenditures Hold a number of FAA Certificates and have received numerous honors, awards and public recognition for service provided, including citation from Aviation Week & Space Technology for contribution to Aerospace, and medal from the Secretary of Transportation for Meritorious Achievement

Positions Held

March 3,1990 to Present	President, GEOSPEC, INC 7309 Old Pioneer Trail Fountain, Colorado 80817
September 22,1986 to March 3, 1990	Manager, Airspace Planning Branch Federal Aviation Administration Fitzgerald Bldg , JFK Int'l Airport Jamaica, New York 11430
August 1,1985 to September 22,1986	Program Manager, East Coast Plan Federal Aviation Administration Fitzgerald Bldg , JFK Int'l Airport Jamaica, New York 11430
April 5, 1982 to August 1, 1985	Manager, Airspace & Procedures Branch Federal Aviation Administration Fitzgerald Bldg., JFK Int'l Airport Jamaica, New York 11430
November 1,1980 to August 1,1985	Manager, Air Traffic Control Tower Rochester-Monroe Co. Airport Rochester, New York
January 15,1978 to November 1,1980	Assistant Facility Manager St Louis Air Traffic Control Tower 10805 Natural Bridge Road Bridgeton, Missouri 63044
November 22,1977 to January 15,1978	Operations Officer St. Louis Air Traffic Control Tower 10805 Natural Bridge Road Bridgeton, Missouri 63044
April 20, 1974 to November 22,1977	ATC Specialist - Evaluation Staff Federal Aviation Administration 800 Independence Ave , SW Washington DC 20591
January 5,1973 to April 20,1974	Vice President, Aero Analysis 175 Jericho Tpke Syosset, New York 11791
January 15,1968 to January 5,1973	Manager, ATC Operations & Standards American Airlines 633 Third Avenue New York, NY 10017
October 18,1966 to January 5,1973	Assistant Director Air Transport Association of America EAL Terminal Bldg. JFK International Airport Jamaica, NY 11430
October 4,1961 to October 18,1966	Air Traffic Controller/Instructor FAA Control Tower O'Hare International Airport Chicago, Illinois
June 20,1959 to October 4,1961	Air Traffic Controller FAA Control Tower, Midway Airport Chicago, Illinois
Military	
January 17,1955 to January 18,1959	Watch Supervisor-USAF Ellsworth AFB Rapcon Rapid City, South Dakota

Summary of Assignments

Sr. Approach Controller
Atomic Energy Commission
Joint Task Force Seven
Enewetok, Marshall Is.

ATC Specialist-USAF
Indianapolis ARTC Center
Weir Cook Airport
Indianapolis, Indiana

Education

B S., Aviation Management, Columbia Pacific University (in progress)
Civil Engineering/Mathematics, University of Illinois
Air Traffic Control and Terminal and Enroute Instrument Approach Procedures (TERPS), FAA Academy

Other Schools and Training:

Recurrent Planning - FAA Academy - Oklahoma City, Oklahoma, 1988(Certificate) 36 Hour Course

Successfully Working With People - The American Center For Management Development - Sarasota Florida, 1987
(Certificate) 24 Hour Course

Aviation History, FAA Eastern Region, 1986
(Certificate) 40 Hour Course

Flight Safety and Aviation Legislation, FAA Eastern Region, 1986
(Certificate) 40 Hour Course

dBASE Computer Language Training - Ashton-Tate, NY, NY 1985
(Certificate) 16 Hour Course
Team Building - FAA- Cherry Hill, New Jersey, 1984
(Certificate) 24 Hour Course

Workshop on the Prevention of Sexual Harassment - FAA (c) NY, 1983(Certificate) 24 Hour Course

Management Effectiveness in Labor-Management Relations -Department of Transportation, 1980
(Certificate) 24 Hour Course
Performance Appraisal For Supervisors - FAA Olathe, Kansas, 1980(Certificate) 16 Hour Course

Management Team Action - FAA Lake Ozarks, Missouri, 1978
(Certificate) 80 Hour Course

Equal Employment Opportunity - FAA Management Training School -Lawton, Oklahoma, 1978
(Certificate) 15 Hour Course

Labor Relations for Management Recurrent Course - ManagementTraining School - Lawton, Oklahoma, 1978
(Certificate) 80 Hour Course

Physiological Training - Pressure Chamber, Andrews AFB, 1978
(Certificate) 8 Hour Course

Grievance/Appeal Examiner - FAA (c) Atlantic City, New Jersey, 1976(Certificate) 20 Hour Course

Management Training Course (01300) - Management Training School, Lawton, Oklahoma, 1975
(Certificate) 80 Hour Course

Staff Specialist - Directed Study Course, Lawton Oklahoma, 1975(Certificate) 45 Hour Course

Multi-Engine Ground School (SIC), Washington DC , 1975
Pilot Log, 8 Hour Course

Terminal Instrument Approach Procedures (TERPS) - FAA Academy,Oklahoma - 1967 (Certificate) 40 Hour Course

On-The-Job Training Techniques - FAA Academy - Oklahoma City,Oklahoma, 1966 (Certificate) 40 Hour Course

International Correspondence School - Business Administration, Scranton, Pennsylvania 1964-65, approx 450 Hours

Instructor Training (c) FAA Course, Chicago ARTCC (c) 1965
(Certificate) 20 Hour Course

FAA Approved Ground and Flight School, Chicago Illinois, 1960
(Certificate, Private License SEL) 100 Hours Instruction and logged an additional 1200 hours of flight time.

Airways Operations Specialist, Indianapolis Air Route Traffic Control Center, 1957 (Certificate) approx. 960 Hours

Air Traffic Control (c) USAF Technical School, Keesler AFB, 1955
(Certificate) approx. 1120 Hours

Author of the following papers:

- Sectorization by Mathematical Analysis
  - Dynamic Flow Control
  - STOL-ATC Requirements

* Handling the Air Traffic of the Future
* An Airline Proposal for the Introduction of Automation into the ATC Decision Process
* Future Capital Expenditures
* Operations Snowball (under ATCA Cover)
* Future Role of the Air Traffic Controller
* To Err is Human
* Lost Art of Good Operating Practice

Public Speaking Engagements

* North Atlantic Altitude Reservation Conference - Lisbon, Portugal, 1986
* Society of Engineers, St. Louis Missouri 1979
* ATCA 1978 Conference - Dallas, Texas
* ATCA 1973 Convention - Miami, Florida
* IATA 19th Technical Conference - Dublin, Ireland
* Airlines Electronic Engineering Committee (AEEC) RNAV, Meeting, 1971
* ATCA 1971 Convention - Chicago, Illinois
* Radio Technological Commission (RTCA) Conference-Washington, DC, 1970
* ATCA 1970 Conference - Denver, Colorado
* FAA Third Annual Planning Review Conference, 1970
* ATCA 1969 Convention - Las Vegas, Nevada
* FAA Second Annual Planning Review Conference, 1969

FAA Certificates Held:

Control Tower Senior Rating
Chicago O'Hare International Airport, Chicago, Illinois
Chicago Midway Airport, Chicago, Illinois
Ellsworth AFB, Rapid City, South Dakota
Area Rating (AOS) - Indianapolis ARTCC, Indianapolis, Indiana
Pilot's License - Private SEL 1300 hours
Certified Grievance Examiner
Designated CTO Examiner

Other Personal Data

Born: January 30,1936
Height: 6' 3"
Weight: 265 lb
Married: Nine Children

Alvin A. Cook, Jr.

Dr. Cook has extensive experience in aviation analysis, including the analysis of airport operations, airport development, air traffic control and communication systems, and airlines. His experience encompasses economic forecasting, financial and investment planning and analysis, decision making, training, and strategic and operations planning. His focus has been on understanding alternative economic, political and institutional scenarios and on incorporating these scenarios into the forecasts, analyses, decisions, and/or plans. He has performed consulting services for the African Development Bank, the World Bank, the Interamerican Development Bank, U.S. Federal Aviation Administration, the U.S. Department of Transportation, the U.S. Trade and Development Agency, the U.S. Agency for International Development, as well as other Federal Agencies, airlines, airports, foreign governments, and private sector clients.

Dr. Cook has successfully completed many international aviation assignments. On an assignment with the General Inspectorate of Civil Aviation (GILC) in Poland, he analyzed the organization and operations of the Civil Aviation Authority, developed forecasts for 15 years into the future of aviation activity at the Polish Airports, and led the development of a financial model of the Polish Airports system. He also analyzed traffic patterns for passenger and cargo traffic by route for LOT Polish Airlines and provided forecasts for LOT and its competitors into and out of Poland's international airports. On a project with the Ministry of Transportation, Telecommunications, and Water Resources in Hungary, Dr. Cook developed forecasts for passenger and cargo traffic into and out of Ferihegy International Airport and also forecasts for future airports throughout Hungary based on economics, demographics, and transportation alternatives. He also analyzed traffic patterns and provided forecasts for passenger and cargo traffic for Malev Airlines into and out of Ferihegy International Airport in Budapest. Dr. Cook developed forecasts of air traffic activity into and out of Paraguay in order to assess a proposed air cargo facility, an aircraft maintenance facility, an aircraft parts distribution center, and a training facility in Paraguay. He has provided financial analysis, economic analysis, and forecasts of airport operations, air communications, and/or air traffic control operations in Turkey, Peru, Bahrain, Kuwait, Qatar, Egypt, Jordan, and the United Arab Emirates. Dr. Cook also provided assistance in identifying financially viable projects in sub Saharan Africa.

Dr. Cook assisted in the economic and financial analysis and planning for the development of a new airport in Taiwan and provided economic forecasting and financial analysis to Taiwan's Aero-Industry Development Center on the manufacturing plans for General Aviation Aircraft and on the infrastructure requirements for Taiwan's General Aviation Airports. Dr. Cook assisted in structuring and participated in a seminar for the African Development Bank on project financial analysis, international capital markets, infrastructure financing, and project financial risk management. He provided seminars on forecasting applications to the aviation sector. Dr. Cook prepared and delivered a session on "Economic and Demographic Forecasting for Financial Analysis" at the Indonesian Infrastructure Financial Seminar (Airports, Seaports, Railways, Power Generation) for the U.S. Trade and Development Agency in Jakarta, Indonesia.

Dr. Cook has recently completed a project that provided forecasts of cargo and passenger traffic at two airports in Egypt and a project that provided an economic and financial analysis of modernizing security at Jordan's three international airports. He currently has contracts to develop a benefit cost analysis of the privatization of thirty-three airports in Argentina and forecasts of aviation activity in Sierra Leone.

Dr. Cook has a bachelor's degree in mathematics from Seattle University and has master's and doctorate degrees in economics from the University of Washington. He has lectured in Econometrics, Statistics, and Decision Theory at UCLA, the University of Washington, Georgetown University, and George Mason University.

RELEVANT AVIATION PROJECTS

- **Benefit-Cost Analysis of Airport Privatization in Argentina.** Dr. Cook is currently analyzing the private and social benefits and costs of the privatization of thirty-three airports in Argentina with an emphasis on the major airports in Buenos Aires and Cordoba.
- **Development of Traffic Forecasts for Airports in Egypt.** Dr. Cook developed cargo and passenger forecasts based on macroeconomic analyses for feasibility studies of the airports at Asyut and Borg El Arab in Egypt.
- **Financial and Economic Analysis of Modernizing Security at Airports and Border Crossings in Jordan.** Dr. Cook completed the financial and economic analysis for a feasibility study of the modernization of security at Jordan's three international airports (Queen Alia, Amman-Marka, and Aqaba) and two border crossings (King Hussein and Jabir).
- **Incorporation of an Airport Master Plan into a Forecasting Model.** The Dulles International Airport Master Plan Update and the FAR Part 150 Noise Compatibility Program for Dulles, in the context of alternative traffic forecasts, were incorporated into forecasts of industrial and residential growth for 10 years into the future.
- **Revenue Passenger Miles Forecasts.** A model for forecasting revenue passenger miles on city pair segments was developed for the Boeing Company to incorporate into its projections of air traffic growth worldwide and hence increases in aircraft demand.
- **Aircraft Demand Forecasts.** Forecasts of the demand for airplanes by configuration and type of aircraft were incorporated into the strategic planning process for the Boeing Company. The forecasts were used to determine investments in new generation aircraft.
- **Forecasts of Air Traffic Control Pay System Costs.** Forecasts of costs of a proposed pay system for air traffic controllers were developed for the Federal Aviation Administration. The forecasts were provided for alternative scenarios on the growth of air traffic demand at individual airports around the country.
- **Forecasts of Aviation Activity at the Major Airports in Poland.** Forecasts for 15 years into the future were developed for passenger enplanements, cargo traffic, and aircraft operations at the Polish International and Regional Airports. Forecasts were also developed for all enroute flights into, out of, and through Polish airspace, thus providing the basis for estimates of enroute revenues for Polish airspace.
- **Forecasts of Aviation Activity Leading to Airport Investment in Hungary.** Forecasts to 2005 for a financial plan were developed for all aviation activity at the Budapest Airport System for the Hungarian Ministry of Transportation and the Environment under a grant from the U.S. Trade and Development Program. Dr. Cook also analyzed potential domestic and international demand at airports that do not yet have scheduled service but are proposed for investments and development over the next fifteen years.
- **Forecasts of LOT Polish Airline Passenger and Cargo Traffic.** LOT's passenger and cargo traffic was analyzed in detail on a route-by-route basis (taking into account the different aircraft), including its competitors on each route. A model was developed for forecasting LOT's traffic by route and then used to forecast LOT's and its competitors' passenger and cargo traffic for fifteen years into the future.
- **Financial Plan for Aircraft Manufacturing and Aviation Infrastructure Development.** Dr. Cook provided economic forecasting and financial analysis to Taiwan's Aero-Industry Development Center on the manufacturing plans for General Aviation Aircraft and on the infrastructure requirements for Taiwan's General Aviation Airports.
- **Seminar on Infrastructure Financing and Economic Forecasting.** Dr. Cook prepared and delivered a session on "Economic and Demographic Forecasting for Financial Analysis" at the Indonesian Infrastructure Financial Seminar (Airports, Seaports, Railways, Power Generation) for the U.S. Trade and Development Agency in Jakarta, Indonesia.
- **Economic Analysis and Financial Planning for a Taiwan Airport.** Dr. Cook assisted in the economic and financial analysis, forecasting, and planning for the development of a new airport in Taiwan. This included the infrastructure requirements for the Air Traffic and Air Communications systems as well as the airport facilities.
- **Analysis of the Aviation Sector in Turkey.** Dr. Cook participated in a review of the Turkish aviation sector for the U.S. Trade and Development Agency. The project included assistance to the Government of Turkey in identifying and setting priorities for investment in the aviation sector and a review of USTDA's activities in the aviation sector in Turkey.
- **Analysis of a Regional Air Traffic Communications Capability in the Mideast.** Assessment of the economic and financial issues involved in establishing a regional air traffic communications network for the Israel, Egypt, and Jordan Region was performed for the Air Traffic Control Association and the Trade and Development Agency.
- **Assessment of the Aviation Sector in the United Arab Emirates.** Dr. Cook led a mission to assess the current status of the air navigation and communications systems at the airports in Abu Dhabi, Dubai, Sharjah, and Fujairah with an indication of the financial requirements for upgrading in the future.
- **Assessment of the Aviation Sector in Bahrain.** Dr. Cook led a mission to assess the current status of the air navigation and communications systems at the main airport in Manama, with a particular emphasis on the applicability of DGPS to the Bahrain airspace.
- **Assessment of the Aviation Sector in Kuwait.** Dr. Cook led a mission to assess the current status of the air traffic control systems and air communications systems at the international airport in Kuwait City with an indication of the financial requirements of upgrading in the future.
- **Airport Analysis in Qatar.** Dr. Cook assisted in assessing the requirements for improving and financing the improvements at the Doha International Airport and its supporting infrastructure for the U.S. Trade and Development Agency.

- **Development of an Airport Cargo Facility Project in Paraguay.** Dr Cook led a mission for the U.S Trade and Development Agency to Paraguay to assess the financial viability of air transportation services in Paraguay. The mission defined and structured the project requirements to develop a successful air cargo entry with facilities at the airports in Ciudad del Este and Asuncion.

- **Financial Feasibility Study of the Polish Air Traffic and Airport System.** This study for the General Inspectorate of Civil Aviation (GILC) in the Polish Ministry of Transportation and Maritime Economy included forecasts of Air Traffic into and out of Poland as well as forecasts of overflights for 15 years into the future. These forecasts were then used to provide projected revenues, costs, cash flow, income statements and balance sheets for the Polish Airport Authority (PPL) for 15 years into the future.

- **Assessment of Investment Alternatives for Airport Modifications and Improvements in Poland.** An Investment Plan was developed for GILC to accommodate desired changes to the Airport and Airspace Systems in response to expected changes in demand over the next fifteen years.

- **Financial Assessment of a Parking Garage Project at Warsaw Okecie Airport.** Dr. Cook performed an assessment of the project financial issues of the Warsaw Car Park for a private investor The costs and benefits to the Polish Airports Authority and private financial interests were developed for alternative financing arrangements.

- **Financial Review and Analysis of Airport Operations in Poland.** Dr. Cook led the development of a financial model of the Airport System at a time when the Polish accounting procedures were changing, but still differed from those of Western Europe and the United States.

- **Training Seminar on Financial Forecasting and Planning.** Dr. Cook, at the request of the Polish government, conducted a course on financial planning and incorporating forecasts into the planning process for Polish airports and airspace systems The seminar covered issues associated with data collection and validation, specification of methodologies, the development of scenarios, and the interpretation of results in financial strategic, operational, marketing, and contingency planning

- **Financial Analysis Assistance in Identifying Aviation Projects in the Middle East and Sub-Saharan Africa.** Dr. Cook was part of a project team evaluating potential aviation projects in countries of the Middle East and Sub-Saharan Africa. He provided macroeconomic and benefit-cost analytic support to evaluating potential projects in those countries.

- **Seminar on Project Financial Analysis and Infrastructure Financing.** Dr. Cook assisted in structuring and participated in a seminar for the African Development Bank on project financial analysis, international capital markets, infrastructure financing, and project financial risk management. He provided seminars on applications to the aviation sector.

- **New Pay System for Air Traffic Controllers.** Assistance was provided to the Federal Aviation Administration in developing a new pay system for air traffic controllers that emphasized actual work performed as well as the knowledge, skills, and responsibilities required for the various levels of air traffic control.

- **Aviation Training Program Analysis.** The effectiveness of the Federal Aviation Administration's training program was analyzed to assess the program in terms of the availability of resources and the ability of the training program to meet overall FAA objectives

- **Aviation Training Quality Information System.** An information system for monitoring the quality of training in different areas was assessed for the Federal Aviation Administration.

- **Federal Aviation Training Information and Evaluation System.** The conceptual design of a system for monitoring training requirements and actual training performed as well as for evaluating the ability of the training to meet stated objectives was developed for the Federal Aviation Administration.

POSITIONS

- President, Planning Systems International, McLean, VA and Olympia, WA, 1983 – 2000
- President, Alvin A. Cook Associates, Inc., McLean, Va , and Vice President, Applied Management Sciences, Inc., Silver Spring, Md., 1980 - 1983
- Vice President and Director of Economics and Policy, Science Applications, Inc., McLean, Virginia, 1978 - 1980
- Director of Energy Services, Data Resources, Inc., Washington, D.C., 1976 - 1978
- Deputy Assistant Administrator for Economic Impact Analysis, Federal Energy Administration, Washington, D.C., 1974 - 1976
- Manager of the Economic and Planning Analysis Group, Boeing Computer Services, Seattle, Washington, 1972 - 1974
- Economist and Project Director, Management Sciences Department, The Rand Corporation, Santa Monica, California, 1967 – 1972
- Research Statistician, Bureau of Testing, University of Washington, Seattle, Washington, 1963 – 1966
- Research Engineer, Test Methods and Design Reliability, The Boeing Company, Seattle, Washington, 1961 –1963

GEOSPEC INC

COMPANY PROFILE

Geospec, Inc.
7309 Old Pioneer Trail
Fountain, Colorado 80817
1-800-788-7801 (719) 392-0077
Fax (719) 392-2688

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Introduction

We are quite pleased to have this opportunity of introducing ourselves, and enthusiastically look forward to providing professional services to you

Our Team consists of Geospec, Inc (GSI)/Fountain, Colorado, serving as prime consultant and directly responsible to you as the client, Planning Systems International (PSI)/Olympia, WA, responsible for economic forecastion, financial investment planning and analysis, Young Environmental Sciences *(YES)*/Manhasset, New York, responsible for land use planning elements, and LeTech Inc. (LTI)/Alexandria, Virginia, responsible for noise modeling efforts This team will bring over fifty years of experience in aviation activities that include aviation forecasting, airport master planning, Part 150 studies, noise assessment, development of noise mitigation measures, engineering, piloting, and air traffic control

We truly believe our Team has unparalleled professional credentials. We possess both the technical capabilities and integrity to fully meet the demands and challenges of your program. We expect to adhere to the highest standards and your well-deserved expectations.

Company Descriptions

Geospec, Inc.

A professional *aviation system planning* firm offering the following services,

- Project Management,
- Air traffic control and airspace analysis,
- Noise Compatibility Studies,
- Environmental impact and mitigation analysis,
- Aviation Forecasting,
- Airport

Planning;
- Obstruction Evaluation,
- Public presentations including audio-visual production assistance;
- Community Relations, and
- Expert witness testimony

The firm founded in 1989, has completed studies for state and local governments airport operators, community public interest groups, law firms, and private individuals as well as assisting a number other consulting firms with management and execution of large scale projects. Geospec is a Corporation, incorporated under the laws of the State of Colorado

We are quite familiar with Federal Aviation Administration regulations, guidelines, policies and procedures, having worked extensively with and for this agency over the past twenty-five plus years. Our work has been publicly recognized by the Secretary of Transportation. We were awarded the Silver Medal for Meritorious Service, and recognized by Aviation Week & Space Technology for our contribution to aerospace

The firm's principals are totally involved in our commissions from both a technical and professional perspective as well as project management. We have strong project management with full capability, manpower, experience and a proven track record to effectively lead and direct our planning team in accomplishing all work tasks in an expeditious and professional manner Although a small business, the company specializes short term projects requiring rapid response times and effective communications. Geospec is an equal opportunity employer including frequent collaboration with WBEs and MBEs

Planning Systems International, Inc.

The firm , founded in 1983, is a leader in aviation analysis, including the analysis of airport operations, airport development, air traffic control and communication systems and airlines Services include:

- Economic forecastion,
- Financial

planning and analysis,
- Decision making,
- Training;
- Strategic and operations planning,

The firm has provided consulting services for the African Development Bank, the World Bank, the Interamerican Bank, Federal Aviation Administration, U.S Department of Transportation, the U.S. Trade and Development Agency, the U.S. Agency for International Development, as well as other Federal Agencies, airlines, airports, foreign governments, and private sector clients.

Young Environmental Sciences, Inc.

A professional *airport planning firm* offering the following services,

- FAR Part 150, and AICUZ Studies,
- Aviation and transportation acoustical monitoring and modeling;
- Community planning,
- Site assessment,
- Noise compatibility studies;
- Environmental impact and mitigation analysis,
- Public presentations including audio-visual production assistance;
- Environmental mediation,
- Conflict resolution, and
- Expert witness testimony.

The firm and its primary professional have been actively engaged in off airport land

use compatibility planning since 1974. This includes experience in the composition of off airport land use plans as they were called prior to the development of formal nomenclature, AICUZ (Air Installation Compatible Use Zone) studies, ANCLUC (Airport Noise Control and Land Use Compatibility) plans and Part 150 Studies. The firm also has assisted in the formation of airport noise mitigation and regulation in a variety of circumstances where formalized studies sponsored by the FAA were not deemed appropriate. Young Environmental Services is a Corporation, incorporated under the laws of the State of New York.

We are also proud of the fact that our clients chose to utilize our services after completing an initial assignment.

LeTech, Inc.

A Minority Business Enterprise (MBE) specializing in *Computer Software Development and Computer Analyses*, offering the following services;

- Noise modeling and contour development;
- FAA Integrated Noise Model (INM) applications,
- Air Traffic Control Simulation;
- Animation of Automated Terminal Radar System (ARTS) data,
- Development of radar track overlays, - demographics, terrain, and street maps,
- Specialized computer graphics production, and
- Software development and documentation.

The firm is a Corporation, founded in 1994 and incorporated under the laws of the State of Virginia. It is actively engaged in supporting FAA contracts in the upgrading of FAA's Integrated Noise Model (INM) and FAA's Air Traffic Control Simulation Model (SIMMOD). The FAA is also using LeTech's proprietary software to study Baltimore International, Kansas City Mid-continent, and other major airports.

Company Capabilities

Geospec, Inc.

Our in-depth knowledge of the air traffic control system, FAA and User requirements, and project management experience, brings an unequaled dimension to the FAR 150 Study process. The firm specializes in the assessment and mitigation of all forms of aviation related environmental impact, airport development, community relations; and improving the operational efficiency of the air traffic control system We have the capability to conduct scientific system capacity analyses, aviation forecasts, develop viable mitigation alternatives and implementation strategies

Planning Systems International, Inc.

PSI specializes in aviation forecasting and development of financial model of airport systems. The principal has over 40 years of professional practice and has completed many international aviation assignments. He has provide forecasting service to more than 14 countries.

Young Environmental Sciences, Inc.

Young Environmental Sciences is a professional environmental planning consultant specializing in the assessment of environmental impacts from aviation and the operation of airports. In over 24 years of professional practice, the principal has further specialized in compatible land use planning for off airport areas affected by elevated noise levels from aircraft overflights. Mr. Young is also fully qualified as an urban planner and is a planning official in local government. He has personally produced over 25 Environmental Impact Statements, and Environmental Assessments, has been involved in over 50 airport master plans and has provided land use plans or Part 150 studies for 23 airports.

LeTech, Inc.

Extensive capabilities are maintained in computer noise modeling using the FAA Integrated Noise Model and proprietary software. The enhancements graphically present noise contours, air traffic control simulation, and formatting of Automated Terminal Radar System (ARTS) binary data Software development and documentation, includes the capability to overlay radar tracks, demographics, terrain, and Tiger street maps. The firm also utilizes specialized computer graphics

production, word processing and telecommunication facilities.

Experience Overview

Geospec, Inc.

We have researched and produced numerous Environmental Assessments studies, reviewed and participated in the development of Airport Master Plans, Part 150 noise abatement planning studies, noise monitoring studies, air traffic control simulation studies, and developed computer software to assist state aviation authorities to manage aviation programs in accordance with state and federal laws As rated pilots, air traffic controllers, FAA facility managers and former airline representatives, we have the first hand experience to comprehend the nature of the problems associated with FAR Part 150 studies, and to develop viable alternatives.

As project manager, we administered a budget of seven million dollars to reorganize the New York Metroplex area, an ATC System study and implementation program that involved reorganizing the airspace and route structure covering an the area from Canada to Florida, and as far west as Texas We have also developed ATC procedures for Chicago O'Hare International, Chicago Midway, St. Louis Lambert, Washington National, and Rochester, NY airports; among others. These procedures covered runway utilization programs, ingress and egress routings for aircraft and helicopters, instrument approach procedures, charting, rule and non-rule making, navigational aid relocations, establishments of navigation fixes, holding patterns and corresponding airspace requirements

The firm has testified before the Congressional Aviation Subcommittee and State Legislatures regarding environmental issues, and conducted numerous public hearings

Planning Systems International, Inc.

PSI , on an assignment with the General Inspectorate of Civil Aviation (GILC) in Poland, analyzed the organization and operations of the Civil Aviation Authority, developed forecasts for 15 years into the future of aviation activity at the Polish Airports, and led the development of a financial model of the Polish Airports system. They also analyzed traffic patterns for passenger and cargo traffic by route for LOT Polish Airlines and provided forecasts for LOT and its competitors into and out of Poland's international airports. On a project with the Ministry of Transportation, Telecommunications, and Water Resources in Hungary, PSI developed forecasts

for passenger and cargo traffic into and out of Ferihegy International Airport and also forecasts for future airports throughout Hungary based on economics, demographics, and transportation alternatives They also analyzed traffic patterns and provided forecasts for passenger and cargo traffic for Malev Airlines into and out of Ferihegy International Airport in Budapest. They also have developed forecasts of air traffic activity into and out of Paraguay in order to assess a proposed air cargo facility, an aircraft maintenance facility, an aircraft parts distribution center, and a training facility in Paraguay. Provided financial analysis, economic analysis, and forecasts of airport operations, air communications, and/or air traffic control operations in Turkey, Peru, Bahrain, Kuwait, Qatar, Egypt, Jordan, and the United Arab Emirates. PSI also provided assistance in identifying financially viable projects in sub Saharan Africa.

Provided assistance in the economic and financial analysis and planning for the development of a new airport in Taiwan and provided economic forecasting and financial analysis to Taiwan's Aero-Industry Development Center on the manufacturing plans for General Aviation Aircraft and on the infrastructure requirements for Taiwan's General Aviation Airports Dr. Cook assisted in structuring and participated in a seminar for the African Development Bank on project financial analysis, international capital markets, infrastructure financing, and project financial risk management He provided seminars on forecasting applications to the aviation sector. Dr Cook prepared and delivered a session on "Economic and Demographic Forecasting for Financial Analysis" at the Indonesian Infrastructure Financial Seminar (Airports, Seaports, Railways, Power Generation) for the U.S. Trade and Development Agency in Jakarta, Indonesia.

Dr. Cook has recently completed a project that provided forecasts of cargo and passenger traffic at two airports in Egypt and a project that provided an economic and financial analysis of modernizing security at Jordan's three international airports. Currently PSI is developing a benefit cost analysis of the privatization of thirty-three airports in Argentina and forecasts of aviation activity in Sierra Leone.

Young Environmental Sciences, Inc.

We have participated in a variety of projects which utilize the firm's airport consulting capabilities The firm has been actively involved in the Federal Aviation Administration's FAR Part 150 Program as established by the Aviation Safety and Noise Abatement Act of 1979 (P.L. 96-193, 49 USC 2101). **Additional aviation services include:** Air Installation Compatibility Use Zone (AICUZ) established by the Military, design and development of noise monitoring systems for airports and

various areas of airport environmental documentation and planning. In the Part 150 Programs, our noise studies at airports have stressed noise and land use compatibility through combined land use control programs and airport noise reduction programs. In these programs a large variety of noise abatement procedures and land use control combinations have been evaluated with the FAA, and local planning agencies to establish a plan which will ensure future compatibility of the airport with the surrounding land uses. The firm specializes in General Aviation airport and environmental services.

LeTech, Inc.

The firm has been, and continues to be, a leader in the development of enhancements to FAA's INM 5 0 for Windows/NT. Under an FAA contract, we designed the system specification for the Graphic User Interface (GUI) design, resolved portability and compatibility issues between Windows 32s and Windows NT, and directed team members in the software development of certain GUI features; including a full graphical interface to perform on-screen track editing and database support.

We have also developed a suite of airport planning and modeling tools in support of airport and airspace design. Features include real-time communication and display of radar data, noise monitoring and flight track system, on-screen graphical editing, radar conversion/processing, animation display of air traffic flow, overlays of census data and street maps, and statistical reports of various airport activities.

We continue to be the FAA's System Analyst/Project Leader in the performance of SIMMOD analyses for a number of airports throughout the United States and Canada We have applied our airport planning and modeling tools to design new de-icing pads, determined airport capacity for existing airport configurations and additional future runways.

We have also provided a complete SIMMOD Turnkey System to Kansas City International airport (MCI). The system is capable of simulating close runways, close taxiways, close gates, and the re-routing of aircraft to other runways and airspace routes; automatically using supporting programs without the need to understand the inter-workings and/or the operation of SIMMOD

Using FAA ARTS data, we have animated flight tracks and developed corresponding noise contours for Denver International Airport (DIA), among others. These contours include annualization contours to present noise levels that can be expected over a one year period; hourly contours for each hour of a given day; and

a 5-minute contour indicating the peak aircraft noise than can be expected within the peak hour of a given day. We have also computed the population impact within each contour and their respective totals.

Specialized Experience and Technical Competence

Our team consists of acknowledged leaders in their respective fields of airport and land use planning, air traffic control, aviation forecasting, noise modeling and ATC simulation.

As planners, pilots, air traffic controllers, and system design specialists, we have the unique capability to graphically animate Federal Aviation Administration (FAA) radar track data on a real/fast time bases, and to move aircraft tracks and profiles to develop and test various noise mitigation scenarios.

Using proprietary software and data from the FAA's Integrated Noise Model (INM) version 5.0, we have the capability to develop and display 128 noise contours at intervals from one to ten decibels based actual radar tracks; display noise contours for a year (YDNL), a 24 hour period (Leq_{24}), each hour within the 24 hour period (L_{1h}), and a contour for a 5-minute period within the peak hour that will approximate single-event sound exposure level (SEL). We also calculate, list, and graph, the population/noise exposure within each contour based on the latest census data available. Our capability includes the ability to re-compute noise contours, and determine the delta impact, i.e., the difference in population exposure between actual and proposed flight tracks. All of the foregoing, and more, can be displayed on a personal computer which serves as an excellent tool for explaining a complicated subject, educating the public, and focusing community involvement.

Project Summaries

FAR PART 150 - Airport Noise Compatibility Planning Studies

Part 150 and Master Planning Studies - The firm conducted or appraised noise monitoring data in connection with airport development and noise abatement

planning for numerous studies that include Part 150 Studies, Airport Master Plans, heliport plans, and community development projects.

Specifically, the firm has directed and/or participated in Part 150 studies for ;

•

Republic Airport, Farmingdale, New York,

•

Lansing, Michigan,

•

Syracuse-Hancock International Airport, Syracuse, New York; and

•

San Antonio International Airport, San Antonio, Texas.

We have also served as Project Manager on Airport Noise Control and Land Use Compatibility (ANCLUC) studies at,

•

Albany County Airport, New York and

•

Lincoln, Nebraska.

Participated in land use analysis and developed compatible land use plan for Air Installation Compatible Use Zone (AICUZ) studies for the Department of the Navy;

•

NWIRP Calverton, New York,

•

NADC Warminster, Pennsylvania,

•

NAS South Weymouth, Massachusetts,

•

MCAS El Toro, California,

•

NAS Whiting Field, Pensacola, Florida; and

•

NAS Memphis, Tennessee

AVIATION FORECAST AND ECONOMIC ANALYSES

- **Benefit-Cost Analysis of Airport Privatization in Argentina.** Currently analyzing the private and social benefits and costs of the privatization of thirty-three airports in Argentina with an emphasis on the major airports in Buenos Aires and Cordoba.
- **Development of Traffic Forecasts for Airports in Egypt.** Developed cargo and passenger forecasts based on macroeconomic analyses for feasibility studies of the airports at Asyut and Borg El Arab in Egypt.
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- **Incorporation of an Airport Master Plan into a Forecasting Model.** The Dulles International Airport Master Plan Update and the FAR Part 150 Noise Compatibility Program for Dulles, in the context of alternative traffic forecasts, were incorporated into forecasts of industrial and residential growth for 10 years into the future.
- **Revenue Passenger Miles Forecasts.** A model for forecasting revenue passenger miles on city pair segments was developed for the Boeing Company to incorporate into its projections of air traffic growth worldwide and hence increases in aircraft demand.
- **Aircraft Demand Forecasts.** Forecasts of the demand for airplanes by configuration and type of aircraft were incorporated into the strategic planning process for the Boeing

Company. The forecasts were used to determine investments in new generation aircraft.

- **Forecasts of Air Traffic Control Pay System Costs.** Forecasts of costs of a proposed pay system for air traffic controllers were developed for the Federal Aviation Administration. The forecasts were provided for alternative scenarios on the growth of air traffic demand at individual airports around the country.
- **Forecasts of Aviation Activity at the Major Airports in Poland.** Forecasts for 15 years into the future were developed for passenger enplanements, cargo traffic, and aircraft operations at the Polish International and Regional Airports. Forecasts were also developed for all enroute flights into, out of, and through Polish airspace, thus providing the basis for estimates of enroute revenues for Polish airspace.
- **Forecasts of Aviation Activity Leading to Airport Investment in Hungary.** Forecasts to 2005 for a financial plan were developed for all aviation activity at the Budapest Airport System for the Hungarian Ministry of Transportation and the Environment under a grant from the U.S. Trade and Development Program. Dr. Cook also analyzed potential domestic and international demand at airports that do not yet have scheduled service but are proposed for investments and development over the next fifteen years.
- **Forecasts of LOT Polish Airline Passenger and Cargo Traffic.** LOT's passenger and cargo traffic was analyzed in detail on a route-by-route basis (taking into account the different aircraft), including its competitors on each route. A model was developed for forecasting LOT's traffic by route and then used to forecast LOT's and its competitors' passenger and cargo traffic for fifteen years into the future.
- **Financial Plan for Aircraft Manufacturing and Aviation Infrastructure Development.** Provided economic forecasting and financial analysis to Taiwan's Aero-Industry Development Center on the manufacturing plans for General Aviation Aircraft and on the infrastructure requirements for Taiwan's General Aviation Airports.
- **Seminar on Infrastructure Financing and Economic Forecasting.** Prepared and delivered a session on "Economic and Demographic Forecasting for Financial Analysis" at the Indonesian Infrastructure Financial Seminar (Airports, Seaports, Railways, Power Generation) for the U.S. Trade and Development Agency in Jakarta, Indonesia.
- **Economic Analysis and Financial Planning for a Taiwan Airport.** Assisted in the economic and financial analysis, forecasting, and planning for the development of a new airport in Taiwan. This included the infrastructure requirements for the Air Traffic and Air Communications systems as well as the airport facilities.
- **Analysis of the Aviation Sector in Turkey.** Dr. Cook participated in a review of the Turkish aviation sector for the U.S. Trade and Development Agency. The project

included assistance to the Government of Turkey in identifying and setting priorities for investment in the aviation sector and a review of USTDA's activities in the aviation sector in Turkey

- **Analysis of a Regional Air Traffic Communications Capability in the Mideast.** Assessment of the economic and financial issues involved in establishing a regional air traffic communications network for the Israel, Egypt, and Jordan Region was performed for the Air Traffic Control Association and the Trade and Development Agency.

- **Assessment of the Aviation Sector in the United Arab Emirates.** Led a mission to assess the current status of the air navigation and communications systems at the airports in Abu Dhabi, Dubai, Sharjah, and Fujairah with an indication of the financial requirements for upgrading in the future.
- **Assessment of the Aviation Sector in Bahrain.** Led a mission to assess the current status of the air navigation and communications systems at the main airport in Manama, with a particular emphasis on the applicability of DGPS to the Bahrain airspace.

- **Assessment of the Aviation Sector in Kuwait.** Led a mission to assess the current status of the air traffic control systems and air communications systems at the international airport in Kuwait City with an indication of the financial requirements of upgrading in the future.

- **Airport Analysis in Qatar.** Assisted in assessing the requirements for improving and financing the improvements at the Doha International Airport and its supporting infrastructure for the U.S. Trade and Development Agency.

- **Development of an Airport Cargo Facility Project in Paraguay.** Led a mission for the U.S. Trade and Development Agency to Paraguay to assess the financial viability of air transportation services in Paraguay. The mission defined and structured the project requirements to develop a successful air cargo entity with facilities at the airports in Ciudad del Este and Asuncion.

- **Financial Feasibility Study of the Polish Air Traffic and Airport System.** This study for the General Inspectorate of Civil Aviation (GILC) in the Polish Ministry of Transportation and Maritime Economy included forecasts of Air Traffic into and out of Poland as well as forecasts of overflights for 15 years into the future. These forecasts were then used to provide projected revenues, costs, cash flow, income statements and balance sheets for the Polish Airport Authority (PPL) for 15 years into the future.

- **Assessment of Investment Alternatives for Airport Modifications and Improvements in Poland.** An Investment Plan was developed for GILC to accommodate desired changes to the Airport and Airspace Systems in response to expected changes in demand

over the next fifteen years.

- **Financial Assessment of a Parking Garage Project at Warsaw Okecie Airport.** Performed an assessment of the project financial issues of the Warsaw Car Park for a private investor. The costs and benefits to the Polish Airports Authority and private financial interests were developed for alternative financing arrangements.

- **Financial Review and Analysis of Airport Operations in Poland.** Led the development of a financial model of the Airport System at a time when the Polish accounting procedures were changing, but still differed from those of Western Europe and the United States.

- **Training Seminar on Financial Forecasting and Planning.** Conducted a course on financial planning and incorporating forecasts into the planning process for Polish airports and airspace systems. The seminar covered issues associated with data collection and validation, specification of methodologies, the development of scenarios, and the interpretation of results in financial strategic, operational, marketing, and contingency planning.

- **Financial Analysis Assistance in Identifying Aviation Projects in the Middle East and Sub-Saharan Africa.** Part of a project team evaluating potential aviation projects in countries of the Middle East and Sub-Saharan Africa. He provided macroeconomic and benefit-cost analytic support to evaluating potential projects in those countries.

- **Seminar on Project Financial Analysis and Infrastructure Financing.** Assisted in structuring and participated in a seminar for the African Development Bank on project financial analysis, international capital markets, infrastructure financing, and project financial risk management. He provided seminars on applications to the aviation sector.

- **New Pay System for Air Traffic Controllers.** Assistance was provided to the Federal Aviation Administration in developing a new pay system for air traffic controllers that emphasized actual work performed as well as the knowledge, skills, and responsibilities required for the various levels of air traffic control

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Aviation Training Program Analysis. The effectiveness of the Federal Aviation Administration's training program was analyzed to assess the program in terms of the availability of resources and the ability of the training program to meet overall FAA objectives

- **Aviation Training Quality Information System.** An information system for

monitoring the quality of training in different areas was assessed for the FAA.

- **Federal Aviation Training Information and Evaluation System.** The conceptual design of a system for monitoring training requirements and actual training performed as well as for evaluating the ability of the training to meet stated objectives was developed for the Federal Aviation Administration.

Noise Monitoring and Mitigation Studies

Denver International Airport - Retained by the City of Aurora to review the history and development of the New Denver Airport Environmental Impact Statement and the corresponding Intergovernmental Agreement (IGA), and to assess the impact upon Aurora residents This review served as a basis to develop operational alternatives to mitigate aircraft noise impact without imposing undue operational penalties upon airspace users, and to develop land use policy.

Newark International Airport - At the request of New Jersey Citizens Against Aircraft Noise (NJCAAN), developed alternative air traffic routings for the mitigation of enroute noise as a result of the implementation of the Expanded East Coast Plan (EECP). Developed final proposal in an iterative process in cooperation with representatives of numerous communities. Presented proposed plan to Secretary of Transportation, Congressional Representatives, Port Authority of NY and NJ, airline executives and private citizens

Detroit Metropolitan Airport - On behalf of the City of Dearborn, Michigan, a review of air traffic control procedures and development history was conducted to determine whether or not departure flight patterns could be modified to provide noise relief to the City of Dearborn without imposing operational penalties upon airspace users. Using computer simulation techniques and FAA ARTS data, it was determine procedural changes could be made that, not only, would provide the noise relief being sought, but would also provide an operational advantage to airspace users without increasing controller workload.

Newark International and Satellite Airports - At the request of a Law firm, conducted a review of past and present air traffic control (ATC) procedures and aircraft flight patterns serving Newark International and satellite airports to 1) identify those flight corridors and ATC procedures that would cause aircraft to

operate over or in close proximity to specified property, and 2) determine if and when changes to flight patterns were made that could affect aircraft noise levels in the vicinity of the subject property.

Teterboro Airport - In our role as noise abatement advisor to the airport operator, the company has been involved in the overall noise monitoring program since its inception. Utilized as part of the enforcement of airport noise rules, the system both reports monitored levels and serves as the basis for notifications to operators when applicable noise limits are exceeded. We have reviewed and analyzed these results for many years in combination with further data gathered through the aircraft tracking system maintained by the Port Authority of New York and New Jersey

Westchester County Airport - The permanent noise monitoring system, installed in 1984, was the subject of an intensive review in 1986 and 1987 aimed at appraising its value and accuracy and determining what improvements might be needed. This exercise in combination with the system results, was successful in specifying improvements and satisfying major community concerns about overall noise impacts

The New York Philharmonic - The firm was retained to monitor and analyze noise at a proposed site for development for an amphitheater near Westchester County Airport. This involved both extensive noise monitoring studies and recommendations for both aircraft handling alternatives and site design.

Palm Beach, Florida - For a private client, the company established both a fixed point and a mobile noise monitoring system to support recommendations for improved land use compatibility. Subsequently, the firm was retained to conduct follow up monitoring studies for the City of West Palm Beach in order to improve neighborhood conditions through the use of flight corridors.

Ashburn Village, Leesburg, Virginia - The firm was retained to establish baseline environmental noise impacts leading to structural noise attenuation measures for proposed development in the vicinity of Dulles International Airport through design, deployment and maintenance of a mobile noise monitoring system.

Airport, Airspace, and Flight Operations Analysis

Military Conflict Airspace Analysis - In our role as advisor to the Delaware Valley Regional Planning Commission, carried out a study of the interaction between military and civilian operations in the Delaware Valley region near Philadelphia. Examined safety and air traffic delay implications of the combination of military and civilian operations in the area. Provided recommendations regarding airport

development and facilities.

MCAS El Toro - Conducted a study for the El Toro Reuse Planning Authority to provide an overview of findings on aviation opportunities for civilian reuse of Marine Corps Air Station (MCAS El Toro). This study required an extensive review of Los Angeles basin air operations, air traffic procedures, route structure, controller workload, and determining the feasibility of developing a viable instrument approach and departure capability

FAR Part 77 - Obstruction Evaluation

Ohio Department of Transportation - Developed tailored Obstruction Evaluation Computer Program & Airport Database to facilitate implementation of state law on protecting airports. The program provides a painless look at the Federal Aviation Administration (FAA) requirements and Ohio State regulations concerning objects affecting navigable airspace, then automatically applies appropriate criteria providing an analysis report and the option to print various notices and or permits or denials The analysis report also contains the results of specific calculations that allows program users to determine various height and/or site modifications that would make the proposal acceptable to FAA and the State

Colorado and Virginia Departments of Transportation - Developed FAR Part-77 Computer Software and Airport Database to evaluate proposed construction and/or alterations that may affect navigable airspace. Although the program is similar to the program provided to Ohio DOT, it too is tailored to specific requirements and only reflects FAA criteria

Exhibit C

MEMORANDUM

TO: Bradford H. Sewell & Christopher J. Zeman, NRDC

FROM. Stephen A. Bortone, PhD, The Conservancy of Southwest Florida

RE: Review of Water Resources-Related Sections of the December 1999 Draft Homestead EIS (DSEIS)

DATE 6 March 2000

I have reviewed the DSEIS and other related materials and provide the following comments concerning certain aspects of the report. I focus upon issues concerning my area of expertise, which is aquatic ecology, and specifically offer comments on how changes in water quality and water quantity parameters as a result of the proposed airport will likely impact biological resources, especially the estuarine and marine communities in Biscayne Bay. I base part of my comments on the DSEIS analysis itself as well as comments offered by LaPointe, Wanless, and Childers in their careful analyses of the DSEIS with regards to water quantity and quality issues.

I first offer the general opinion that the DSEIS is clearly not a scientific reference document that fairly argues the issues. Rather, it is a document carefully crafted to minimize the impacts of the proposed airport on the environment. While I am impressed by the volume of material offered in the DSEIS, the detail of analysis is superficial and does not take into account the far reaching (i.e., in both time and space) consequences of many of the environmental changes that will stem from the proposed airport. In brief, the DSEIS is short sighted and limited, and wholly fails to adequately assess the biological impacts of the proposed action, including impacts on nearshore biota, such as mangroves, seagrasses, and associated wetlands, and on marine resources, such as corals

1 Impacts on estuaries and marine communities

A. Water Flow/Changes in Salinity Regime

The DSEIS concludes that the proposed airport will result in a substantial reduction in current surface water flow (as a result of improved stormwater management) and a substantial increase in groundwater flow from the site to Biscayne Bay. The DSEIS concludes that off-site airport-induced development will have the opposite impact. It will decrease groundwater flow while increasing surface water flow. The DSEIS estimates that such increased surface water flow from off-site development will amount to approximately 4108 acre/feet annually by 2015 through Princeton and Mowry canals.

As significant as the 4000 acre/feet figure is (particularly as it will arrive in the Bay in pulses, as discussed infra), there appears to be substantial likelihood that the DSEIS has these numbers wrong and that they are actually far too low. I understand, for example, that there is no plan in place or even proposed to actually accomplish, for any development after 2005, the assumed

reduction of stormwater discharges from the site. Accordingly, it is fair to assume that the more than a thousand acre-feet of stormwater discharge that will result from this post-2005 development will either flow to the Bay through Military Canal or be managed in some manner on land between the airport and the Bay.

In addition, I understand that there may be significantly more development off-site than is assumed in the DSEIS. Indeed, the increased stormwater discharge through Mowry and Princeton canals from airport-induced off-site development may amount to 9000 acre-feet per year by 2015, not just 4100 Altogether, increased stormwater discharges through the three canals into Biscayne Bay may amount to 10,000 acre-feet per year by 2015.

Such changes in discharge patterns into the environment – even those assumed in the DSEIS -- are certain to cause massive ecological disruptions. The DSEIS makes essentially what is little more than a passing reference to possible alterations to the salinity regime in the estuarine portions of Biscayne Bay resulting from the Proposed Action. This is wholly insufficient treatment of the issue – it neither adequately discusses the nature nor consequences of such changes.

Critically, the DSEIS' discussion completely misses the import not simply of the massive new quantity of stormwater inputs but changes in the specific timing of discharges. Discussing changes in discharges based on an overall annual average – as the DSEIS predominately does -- shows little understanding of the fact that a natural low/high seasonal shift in salinity naturally occurs and to disrupt this cycle would have tremendous consequences to virtually all the communities. Corals and their organisms are potentially even more susceptible to voidance of the natural wet/dry cycle. The canalization of much of South Florida has already acted to dampen the natural sheet flow needed by these communities. The DSEIS notes that the proposed L-31E project may help restore natural pulsing of flows to Biscayne Bay; however, not only might the project not happen, but I understand that its scale is wholly incapable of handling the volumes of stormwater at issue.

Specifically, as the following discussion details, the untimely influxes of large quantities of stormwater resulting from the Proposed Action will have harmful impacts on a variety of biota, from the wetlands immediately adjacent to the site to coral reefs out in Biscayne Bay:

Mangrove forests comprised of at least three species of mangroves are directly "downstream" of the airbase in the Proposed Action. Mangroves serve important functions, especially with regard to coastline stabilization. Their removal or destruction could have far-reaching consequences to the region. Mangroves are particularly sensitive to changes in surface water flow, both in terms of quantity and quality Thus, maintaining natural conditions for these general features is essential. Moreover, as scientists are in their infancy with regard to reforestation of mangrove communities (Robertson, 1992), it is particularly imperative that no further loss of mangroves occurs in this area Once disturbed, restoration will be difficult because the water quality and quantity components will have to be reestablished prior to any restoration attempt.

In addition, the southern portion of the drainage surrounding the airbase in the Proposed Action has some extensive and particularly important wetlands. These wetlands are especially valuable to filter particulate materials as well as nutrients (Kushlan, 1990) so that waters flowing into Florida Bay are not further stressed. Maintaining normal seasonal flow regimes in these areas is essential for them to function optimally. Additionally, without an effective stormwater management system, there could a failure to the overall wetland system with an inundation of saltwater that could permanently alter its current freshwater wetland infrastructure. While it is critical to maintain normal sheet flow through this extensive series of wetlands, the proposed airport will result in the opposite effect, further disrupting sheet flow and seasonal flow regimes. Moreover, future secondary development as a direct consequence of the Proposed Action will almost certainly disrupt the continuous feature of many of these filtering wetlands, thus interfering with their natural function.

Moreover, alterations in the schedule of water delivery to nearshore seagrass communities may completely alter the normal reproductive cycle of some seagrasses (Bortone, 1999). Specifically, Doerring and Chamberlain (1999) have shown that Biscayne Bay species such as Turtle Grass are especially intolerant to alterations in the normal salinity ranges. Under such altered conditions, their growth is appreciably altered. Estevez (1999) presented evidence that seagrass communities respond to altered salinity regimes resulting in changes to the structure and function of the plants themselves while also displaying associated changes in their distribution and abundance. Additionally, he argued that seagrass and their associated communities may never adapt to the newer salinity conditions. Since seagrasses (along with mangroves and corals) may each be considered a "biocenosis" (i.e., a community of organisms whose existence is based on the presence and abundance of a biotic structural component such as mangroves, corals, and seagrasses), changes in these organisms will lead to a total alteration in the associated community of organisms that use it for a structure and nutritional substrate.

The altered salinity regime resulting from the proposed airport would also directly impact various Biscayne Bay fauna. For example, it has been found that even slight changes to the salinity regime could void several year classes of spotted seatrout stocks in Biscayne Bay. This estuarine fish species, like many other estuarine inhabitants, requires relatively specific salinities for its eggs and larvae to remain buoyant (Alshuth and Gilmore, 1994). Shifting the salinity regimes interferes with normal settling out of eggs and larvae, thereby resulting in the voiding of an entire year of recruitment to the adult population. The projected loss of groundwater could have significant effects on the nearshore environments in BNP due to increases salinity stemming from interstitial saltwater intrusion. This may alter the bacterial decomposition communities normally present interstitially in the area.

Finally, coral reefs are well developed at the seaward edge of Biscayne Bay. Corals are currently under significant stress as evidenced from declining growth rates and evidence of various types of disease, especially in the Biscayne Bay – Florida Keys area. Corals are particularly sensitive to changes in their environment and disturbances often result in devastating impacts which are not easily reversed. Accordingly, it is critically important to err on the side on being conservative with regard to disturbing the water quantity and quality to which these organisms are subjected (Japp and Hallock, 1990).

B. Nutrient Inputs

Long-term nutrient addition will have obvious eutrophication impacts to any nearby aquatic system. Protracted eutrophication will cause extensive stress to many estuarine organisms but particularly the seagrasses as was observed to occur in Tampa Bay (Johansson and Greening, 1999). Here severe seagrass losses had consequential negative impacts on the entire community of organisms that normally inhabited Tampa Bay as well.

C. Pollutant Concentration

The DSEIS assumes that the concentrations of pollutants in stormwater and groundwater will remain constant with the Proposed Action. This is an incorrect assumption with significant consequences on the DSEIS' discussion and conclusion.

Specifically, with regards to heavy metals, the DSEIS asserts that such pollutants will become adsorbed onto sediments and remain on site. This assumption misses the next and absolutely essential step in the analysis: "What happens when the sediment surfaces become saturated with heavy metals (or PAHs or pesticides?)" Once saturated to their adsorption capacity, the 'excess' components will obviously then be left to leach into the ground water and eventually make their way into the ecosystem where, if concentrations are high enough, they would have devastating, irreversible consequences to the biota. For example, it is well documented in the scientific literature that metal accumulation in tissues can have deleterious effects on the survivability as well as physiological function in fishes as metals often accumulate in different organs (Heath, 1995). The questions raised must be addressed if the flora and fauna in the immediate and near site biotic communities are expected to persist after the construction and operation of the Proposed Action.

Once saturation occurs, the concentrations of pollutants, especially those adsorbed to sediment particles, will become more prevalent in the groundwater. The amount of time it will take to attain saturation depends upon the sediment type, pollutant, and specific geochemical conditions of the immediate area.

D. PAH Deposition

The DSEIS comments only briefly on the potential presence of PAHs discharged to the air and water surrounding the site in the Proposed Action. The DSEIS adopts a cavalier approach wholly out-of-touch with the toxicity of the compounds at issue and the significance of their release, simply stating that: "the location and rate cannot be estimated with the current state of scientific knowledge and data." PAHs can have serious negative long-term effects that may affect various estuarine organisms that spend their entire lives within an estuarine system (e.g., oysters and shellfish, seatrout, and crustaceans). Ability to survive, at high concentrations, and their ability to reproduce at low concentrations asthere is already ample evidence that PAHs can act as severe endocrine disruptors (Clement and Colborn, 1992). The pathway that these PAHs take to fishes is by way of the atmosphere to the water (Clement and Colburn, 1992) and then

into the fish by way of the gills as opposed to the digestive tract (Heath, 1995). Once absorbed they can disrupt the endocrine hormone balance of fishes, thus interfering with their ability to reproduce. Careful consideration should be given to the kinds and anticipated amounts of PAHs discharged from the site in order to assess adequately what their potential impacts might be on the biota surrounding the airbase.

E. The Conflicts Between Birds, Retention Ponds, and Airplanes

There are significant conflicts between the DSEIS' stated goals of maximizing retention of water to prevent runoff, on the one hand, and minimizing the areas, frequency and duration of standing water on the base to prevent bird-strikes and minimize flooding risk, on the other hand. In South Florida, especially during drought conditions, many birds take advantage of standing water, leaving more natural habitats that have become inhospitable, to take up residence in less natural habitats of standing water. The natural habitats become less habitable because the lack of water has resulted in low or no water. In both scenarios, birds may not be able to use the natural water systems to help lower their body temperature in warmer months, or they may not have access to aquatic food resources upon which they normally depend. Invasion of non-natural standing waters such as those found associated with golf courses and airports are the hallmark of their innate behavior. It is highly likely that if standing water persists around the airbase during a low water period then many of these bird species will inhabit this site. The birds most likely to invade are those that normally feed in aquatic habitats and include ibis, herons, egrets, coots, grebes, ducks, and associated predators such as osprey, hawks, and eagles.

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MANUSCRIPTS IN PREPARATION

Fish and macroinvertebrate evaluation methods. Chapter in CRC publication on Artificial Reef Assessment Methods. W.Seaman, Jr. ed. (with M. Samollys and P. Francour

Ecology of Artificial Reefs. Academic Press

Gonadogenesis of the brook lamprey, *Ichthyomyzon gagei*. (with T. Lamb)

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Factors affecting fish assemblage development on a modular artificial reef in a northern Gulf of Mexico estuary.

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GRANTS AND CONTRACTS

1998. $100,000. Valued Ecosystem Component Study (VEC), South Florida Water Management District.

1998. $3000. Seagrass Workshop. Florida Sea Grant College.

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1997. $35,000. The response of tape grass, *Vallesneria americana*, to manipulated salinity levels in the Caloosahatchee River Estuary. South Florida Water Management District.

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1996. $19,781. Water quality assessment of bacterial and nutrient pollution in park waters. Gulf Islands National Seashore, National Parks Service.

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1995. $15,567. Aerial groundtruthing for submerged aquatic vegetation. Florida Center for Environmental Studies. (with C. Martin).

1995. $8,250. Hydrologic Models. Charlotte Harbor Environmental Studies Center.

1995. $25,000. Infaunal forage survey for artificial reefs. Bay County and Florida Department of Environmental Protection

1995. $41,196. Taxonomic identification of algae and invertebrates. U.S. Environmental Protection Agency (with D.White)

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1992. $84,586. The stability of automobile and helicopter bodies in the northern Gulf of Mexico. Florida Department of Natural Resources.

1991-94. $280,160. Identification of stock structure and recruitment patterns for the red snapper in the Gulf of Mexico. National Marine Fisheries Service.

1991. $49,244. Environmental and fishery performance of Florida artificial reef habitats. Florida Sea Grant College.

1991. $2,000. Project design for the ground-truthing of aerial photographs. U.S. Fish and Wildlife Service.

1991. $14,547. Biostatistical baitfish sampling. Florida Department of Natural Resources.

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1990. $20,000. Assessment of artificial reefs off the Canary Islands. Canary Island Government (with J. Van Tassell and A. Brito)

1990. $24,000. Visual survey and assessment of fishes of the Canary Islands. EARTHWATCH (with J. Van Tassell and A. Brito)

1989. $7,000. Artificial reef emplacement and evaluation off Escambia County, Florida. TAI, Inc.

1989. $1,500. Survey for pathogens in Perdido Bay. U.S. Fish and Wildlife Service.

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1988 $1,600 Additional studies on an artificial reef in Choctwhatchee Bay. Florida Department of Natural Resources.

1988 $43,000 Life history studies on the Blackmouth shiner Florida Game and Freshwater Fish Commission.

1987 $22,500. Biological studies on the black mullet. Florida Department of Natural Resources

1987 $70,000 Artificial reef construction and assessment in Choctawhatchee Bay Florida Department of Natural Resources.

1986 $15,000. Biological studies on the red drum Florida Department of Natural Resources.

1986 $23,000 Biological studies on the black mullet. Florida Department of Natural Resources.

1986 $25,000. Scope of work Bay inventory program. Florida Regional Planning Council (with G.A. Moshin).

1983 $18,000 Artificial reef survey of Florida. Florida Sea Grant College

1982 $24,000. Fisheries Biology handbook. Florida Sea Grant College.

1982 $13,000. Artificial reef data matrix. Florida Sea Grant College.

1982 $1,100 Species profiles of snapper (Lutjanidae) U S Fish and Wildlife Service and Florida Sea Grant College.

1980 $916 Publication costs for the snapper-grouper bibliography National Marine Fisheries Service and Florida Sea Grant College

1979 $5,400 Bibliography of snapper-grouper biology Florida Sea Grant College

1978 $42,000. Snapper-grouper life history studies. Florida Sea Grant College.

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1977. $700. Marcus Wallenberg Foundation for International Cooperation in Science Swedish Royal Academy of Science

1977 $60,000. Survey and analysis of the demersal fish fauna in the MAFLA area Bureau of Land Management and Dames and Moore, Inc (with R L Shipp).

1977 $15,000. Snapper-grouper population biology in the northern Gulf of Mexico Florida Sea Grant College.

1976 $16,000 Survey and Analysis of the demersal fish fauna of the MAFLA area. Bureau of Land Management and the Florida State University System Institute of Oceanography

1976 $2,000 Inshore/offshore snapper and grouper population biology. Florida Sea Grant College

1975-76. $48,000 Survey and analysis of the demersal fish fauna of the MAFLA (Mississippi, Alabama, and Florida) area. Bureau of Land Management and the Florida State University System Institute of Oceanography (with R. L. Shipp and G. F. Mayer)

1975 $600 Reproductive biology of hermaphroditic fishes. University of West Florida Research Council

1975 $1,500 Karyology of sea basses and groupers. University of West Florida Research Council

1974-75 $5,000 Baseline study on the East Bay River Estuary. Northwest Florida Water Management District (with T S Hopkins).

1972-73 $1,900 Systematics of the genus *Diplectrum*. National Science Foundation

1968 $800 Biology of *Diplectrum formosum*. Florida Department of Natural Resources

RESEARCH LOCATIONS

Alabama, Appalachians Bahamas, California, Canary Islands (Fuerteventura, Gran Canaria, El Hierro, Lanzarote, Tenerife), Chesapeake Bay, Florida (including Florida Bay, Keys, Middle Grounds, Dry Tortugas), Germany, Guatemala, Ireland, Jamaica,

Northern Gulf of Mexico, Panama, Puerto Rico, Trinidad, St. Croix, U.S. (Southeast) coastal streams, U.S. Gulf of Mexico and Western Atlantic continental shelf.

WORK IN PROGRESS

Biology of hermaphroditic fishes

Numerical taxonomy and its application to zoogeography

Comparison of visual methods used to quantify fish assemblages.

Environmental causes of intersexuality in fishes.

Biological data assessment of natural and artificial reefs

Biology of the Okaloosa Darter.

mtDNA methods to evaluate fish stocks

Effects of paper mill effluent on fish sexuality and fitness

PAPERS PRESENTED AT PROFESSIONAL MEETINGS

1999 The effects of hurricanes and fishing pressure on an artificial reef fish assemblage. 7th International Meeting on Artificial Reefs (CARAH). San Remo, Italy.

1999 Bringing Fisheries Biology to the Public, By Hook or By ... 19th Annual Meeting of the Florida Chapter of the American Fisheries Society.

1998. The role of artificial reefs in determining essential fish habitat (poster). 1998 William R. and Lenore Mote International Symposium on Essential Fish Habitat and Marine Reserves Sarasota, Florida

1998. Introduction - Workshop on tropical and subtropical seagrass management ecology: responses to environmental stress. Fort Myers, Florida.

1998 The role of artificial reefs in fisheries and ecosystem management. American Society of Ichthyologists and Herpetologists Annual Meeting. University of Guelph, Guelph, Ontario, Canada.

1998 The role of artificial reefs in fisheries and ecosystem management. Natural Resources Forum '98: Linkages in Ecosystem Science, Management and Restoration Gainesville, FL.

1998 The impact of artificial reef fish assemblages on their potential forage area. Florida Chapter of the American Fisheries Society. (with R. Turpin, R. Cody, and C.M. Bundrick)

1997. The impact of artificial reef fish assemblages on their potential forage area. Ninth International Congress of European Ichthyologists. Trieste, Italy. (with R. Turpin, R. Cody, and C.M Bundrick)

1997. Estimating fish size in protected marine environments: rationale, problems, and solutions International Workshop: Fish Visual Census in Marine Protected Areas. Ustica, Italy

1996 Livebearing fishes as a potential bioassay of the presence of Kraft mill effluent. National Council of the Paper Industry for Air and Stream Improvement, Inc. Southern Division, Mobile, Alabama. (with R.P. Cody).

1996 Short and long term variation in the masculinization response of mosquitofish to paper mill effluent. National Council of the Paper Industry for Air and Stream Improvement, Inc. Southern Division, Mobile, Alabama. (with R.P. Cody).

1996. Distributional evidence for historical zoogeographic barriers in the northern Gulf of Mexico. Amer. Soc Ich. Herp New Orleans. (with R.L. Shipp and R.J. Heise)

1996. Temporal variation in anal fin morphology of females from a population of mosquitofish *Gambusia affinis* exposed to paper mill effluent. Amer. Soc. Ich. Herp New Orleans (with R.P. Cody)

1996. Age, growth, age at maturity, and size composition of spotted seatrout, *Cynoscion nebulosus*, in Northwest Florida. Amer Soc. Ich. Herp. New Orleans. (with C Bedee, D. DeVries, C. Grimes, and C. Palmer)

1996 Mitochondrial DNA analysis of red snapper in the Gulf of Mexico. Amer. Soc. Ich. Herp. New Orleans. (with R.W. Chapman)

1996 Temporal variation in anal fish morphology of a northwest Florida population of *Gambusia affinis* . American Fisheries Society, Southern Division Mobile, Alabama. (with R. Cody).

1996 Factors affecting artificial reef fish assemblages American Fisheries Society, Southern Division, Mobile, Alabama. (with C.M Bundrick, R Turpin, and R Hill)

1995 Food habits and forage limits of artificial reef fishes in the northern Gulf of Mexico ECOSET'95 (International Conference on Ecological System Enhancement Technology for Aquatic Environments, Tokyo.

1995. Identifying factors associated with snapper and grouper abundance using canonical correspondence analysis. American Fisheries Society, Tampa. (with R Cody)

1995. Problems and Solutions to the Attraction - Production question on Artificial Reefs American Fisheries Society, Tampa.

1995. Food habits and forage limits of artificial reef fishes in the northern Gulf of Mexico American Society of Ichthyologists and Herpetologists, Edmonton, Canada. (with B Nelson)

1995. Mosquitofish morphometry as a potential assay for the the determination of levels of exposure to paper mill effluent. American Society of Ichthyologists and Herpetologists, Edmonton, Canada. (with R.P. Cody)

1994. Identification of stock structure and recruitment patterns for the red snapper *(Lutjanus campechanus)* in the Gulf of Mexico Seventh Annual MARFIN Conference Biloxi, Mississippi (with R W. Chapman)

1994. Mitochondrial DNA analysis of red snapper in the Gulf of Mexico (with R.W. Chapman) IMBC, Norway

1993 Molecular approach to stock identification and recruitment patterns in red snapper, *Lutjanus campechanus*. (with R.W Chapman). International Workshop on Tropical Groupers and Snappers. Campeche, Mexico.

1993. Madiera. First Symposium "Fauna and Flora of the Atlantic Islands". - Visual Assessment of the Inshore Fishes in the Canary Islands with J.M. Falcon, A. Brito, and C M. Bundrick.

1993 Genetic variation in the red snapper as revealed by restriction endonuclease digestion of amplified mitochondrial DNA American Society of Ichthyologists and Herpetologist Austin, Texas.

1992. Visual census as a means to estimate standing biomass, length, and growth in fishes 12th annual meeting of the American Association of Underwater Sciences - Wilmington, North Carolina

1992 Visual census as a means to estimate standing biomass, length, and growth in fishes. World Fisheries Congress, Athens, Greece

1991 Fish assemblage development on a modular artificial reef in a northern Gulf of Mexico estuary Fifth International Conference on Artificial Habitats, Long Beach, California

1991 Fish aggregating device (FAD) enhancement of nearshore fisheries in the Canary Islands. Fifth International Conference on Artificial Habitats, Long Beach, California

1991. Faunal comparison of the canarian inshore fishes off El Hierro and Fuerteventura using visual census Seventh International Ichthyology Congress Den Haag, Netherlands

1991 Mejoramiento del uso y gestion de los recursos pesqueros de ecosistemas insulares mediante arrecifes artificiales Cursos Internacionales de Verano, Universidad de La Laguna, Lanzarote, Canary Islands.

1991 Estimating standing biomass and assessing fish communities by visual census Florida Chapter of the American Fisheries Society, Brooksville, Florida.

1990. A visual assessment of the inshore fishes off El Hierro, Canary Islands American Society of Ichthyologists and Herpetologists, Charleston, South Carolina.

1990 Sea life in the Canary Islands. Earthwatch Symposium. Harvard University, Cambridge, Massachusetts.

1989. Visual census of fishes techniques: a comparison of audio, video, and slate recording. American Society of Ichthyologists and Herpetologists, San Francisco.

1988. Habitat changes and competition influences on the status of the endangered Okaloosa darter, *Etheostoma okaloosae*. (with M.F. Mettee, Jr.) Congress of European Ichthyologists, Budapest.

1988. Environmentally masculinized mosquitofish as a naturally occurring bioassay. Association of Southeastern Biologists. Biloxi, Mississippi. (with W.P. Davis)

1987 Artificial reef development along Guatemala's Atlantic Coast. American Society of Ichthyologists and Herpetologists, Albany, New York. (with R.L. Shipp) and Fourth International Conference on Artificial Habitats for Fishes. Miami, Florida. (with R L Shipp, W.P. Davis, and R.D Nester)

1985. Visual assessment of reef fishes off Puerto Rico. A comparison of methods. Congress of European Ichthyologists, Stockholm.

1985. Three ways to view fishes underwater. American Society of Ichthyologists and Herpetologists, Knoxville, Tennessee

1983. Factors controlling optimal biological productivity on artificial reefs. Third International Artificial Reef Conference, Newport Beach, California.

1982. Suggestions for a general procedure for analyzing reef fish census data Visual Census Workshop. Atlanta, Georgia.

1982. An ichthyo-biogeographical analysis of the Eastern coastal U.S. American Society of Ichthyologists and Herpetologists, Dekalb, Illinois.

1982 Maintaining resource inventories. University of West Florida Coastal Zone Workshop, National Park Service, Pensacola,Florida

1981. Natural and laboratory induced intersexuality in the mosquitofish, *Gambusia affinis*. Fourth European Ichthyological Congress, Hamburg, West Germany.

1981. On teaching sociobiology. National Association of Biology Teachers, Las Vegas, Nevada

1981. Additional evidence for environmentally induced intersexuality in poecilid fishes Association of Southeastern Biologists, Knoxville, Tennessee.

1980 A comparison of methods for *in situ* assessment of reef fish communities. American Society of Ichthyologists and Herpetologists, Forth Worth Texas.

1979. Gonad morphology of *Pikea mexicana* (Serranidae). Association of Southeastern Biologists, Chattanooga, Tennessee.

1978 Sympatry and competitive interaction between *Diplectrum formosumand D. bivittatum*. American Society of Ichthyologists and Herpetologists, Tempe, Arizona.

1977 Taxometric analysis of a demersal fish fauna. Marcus Wallenberg Foundation for International Cooperation in Science, Deep Sea Symposium: Ecology and Exploitation, Saltsjobaden, Sweden.

1977. Sargassum associated ichthyofauna of the northern Gulf of Mexico. American Society of Ichthyologists and Herpetologists, Gainesville, Florida. Also presented at the Kristineberg Centenary Symposium, Fiskebacksil, Sweden.

1976. The Florida Middle Grounds: a tropical ichthyofaunal assemblage? Association of Southeastern Biologists, New Orleans, Lousiana

1975. Oogenesis in *Diplectrum pacificum* (Pisces: Serranidae). Florida Academy of Sciences, Lakeland, Florida.

1975. Gonad morphology in *Diplectrum pacificum* (Pisces: Serranidae). American Society of Ichthyologists and Herpetologists, Williamsburg, Virginia.

1974. Osteology of the sea basses (*Centropristis*). Association of Southeastern Biologists, Savannah, Georgia.

1972. Systematics and distribution of the Atlantic species of *Diplectrum* (Serranidae). American Society of Ichthyologists and Herpetologists, Boston, Massachusetts

1972 Age and growth of the sand perch, Diplectrum *formosum* (Pisces: Serranidae) from North Carolina Association of Southeastern Biologists, Mobile, Alabama.

1971. Ontogenetic and behavioral color patterns in the sand perch, *Diplectrum formosum* (Pisces: Serranidae). Association of Southeastern Biologists, Richmond, Virginia.

INVITED SPEAKER

1999. Golf course water hazards as potential refugia in times of drought. Corkscrew Swamp Audubon Sanctuary, Naples, Florida.

1999. Fisheries trends and distribution in the Gulf of Mexico. Minerals Management Service, Mobile, Alabama.

1999. Abundance, Distribution and Oscillation of Submerged Aquatic Vegetation in the Caloosahatchee River. A Public Workshop – Interrelationships of Manatees and

the Fort Myers Power Plant. Sponsored by the Florida Department of Environmental Protection, Fort Myers

1999 Zoogeography of the Gulf of Mexico. Everglades Geological Society. Fort Myers, Florida.

1999 Marine Fishes of the World Edison Community College, Fort Myers, Florida.

1999 Mosquitofish Life History Features as Bioindicators for Potential Endocrine Disruptors. Northern Michigan University, Marquette.

1999 The Ecology of Artificial Reefs. University of West Indies. Jamaica

1999 Assessing the Effect of Environmental Variables on Biological Systems. Florida Gulf Coast University. Fort Myers, Florida.

1998. Translating the Results of Coastal Research to the Public University of Georgia. MAREX program. Athens.

1998 The Potential for Papermill Effluent to Act as an Endocrine Disruptor. St Johns County Commission. Workshop. St. Augustine, Florida

1998 The impact of artificial reef fish assemblages on their potential forage area Florida Artificial Reef Summit, 1998. West Palm Beach, Florida. (with R. Turpin, R Cody, and C M Bundrick)

1997. Estuary Processes, Problems, Issues, and Solutions for Extension Agents. Chemicals and Fishes. Florida Sea Grant College, Gainesville.

1997 The Role of Leadership in Teaching and Research. Northeastern Louisiana University

1997. Artificial reefs Attraction or Production. South Florida Water Management District. West Palm Beach, Florida.

1997. The Power of Sociobiological Thinking. Sigma Xi West Palm Beach, Florida.

1997. Artificial reefs Can they be designed better?, Does it matter? West Palm Beach Fishing Club. West Palm Beach, Florida.

1997. Morphological changes in fishes exposed to papermill effluent. National Council of the Paper Industry for Air and Stream Improvement, Inc. Chapel Hill, NC.

1997 Masculinization of livebearing fishes exposed to papermill effluent. Georgia-Pacific, Inc., Atlanta.

1997 Artificial Reefs. The Science/Art of Optimal Design. Florida Atlantic University, Boca Raton

1996 The Role of the Marine Laboratory Director. University of Auckland, New Zealand

1996 Tides and Currents. Fly Fishing Club of Pensacola, Florida.

1996 Biology of Spotted Seatrout Speckled Trout Club of Northwest Florida.

1996 Artificial Reef Research. University of Southern Mississippi

1996 What is an Ecosystem?. Florida Department of Environmental Protection, Northwest Division Symposium on Ecosystem Management.

1995 Underwater *in situ* fish research in the Canary Islands. University of New Orleans.

1995. Environmental Research Opportunities at the University of West Florida. BEST environmental group. Bay County, Florida.

1995. Seminar - Artificial Reef Research in the Gulf of Mexico Cantonment Rotary Club. Pensacola, Florida.

1995. Statistical methods to analyze fishery data for environmental factors. BEST environmental group. Bay County, Florida. (with R. Cody)

1994. Seminar - South Florida Water Management District - A review of ICER facilities and projects West Palm Beach, Florida

1994. Artificial Reefs as Habitat Mitigation. Audubon Society, Pensacola, Florida

1994. Seminar - Artificial Reef Research, Centre de Biologie et d'Ecologie Tropicale, Université de Perpignan, France.

1994. Seminar - Fisheries and Artificial Reefs, IFREMER, Sète, France.

1994. Seminar - Myths, Prejudice and Other Facts of Life, Florida State University Study Center, Florence, Italy.

1993. The status and analysis of the baitfish fishery in the northern Gulf of Mexico Annual meeting of the Southeastern Fisheries Association, Inc., Panama City, Florida

1993. Artificial reefs: homes for fishes. University of West Florida Womens Club.

1992. Artificial reef research in the Gulf of Mexico. First National Meeting for the Improvement of Aquatic Habitats. Manzanillo, Mexico.

1992. Summary of artificial reef research in Florida Sea Grant. Florida Sea Grant College Site visit, Gainesville.

1992. Visual techniques for assessing coastal fish near ocean islands; and A comparison between the fish of El Hierro and Fuerteventura on the basis of visual assessment (both in Spanish). Universidad de La Laguna, Lanzarote, Canary Islands.

1991. Improving the use and management of the fisheries resources of island ecosystems with artificial reefs Universidad de La Laguna at Yaiza, Lanzarote, Canary Islands.

1991. Artificial reef research in the northern Gulf of Mexico. Pensacola Charter Boat Association. Pensacola, Florida.

1991. Artificial reef research in the northern Gulf of Mexico and the Canary Islands. Biology Club. University of West Florida.

1991 Artificial reef research in the Canary Islands. National Marine Fisheries Service. Panama City, Florida.

1991. Artificial reefs. Pensacola Big Game Fishing Club. Pensacola, Florida.

1991. Artificial reefs. Florida Conservation Association. Pensacola, Florida.

1991. Visual census to monitor and assess fish life history and assemblages. The Care and Use of Amphibians, Reptiles, and Fish in Research Symposium. Scientists Center for Animal Welfare. New Orleans, Louisiana.

1990. An assessment of the fishes and fishery resources of the Canary Islands. Louisiana State Natural History Museum.

1989. Las pesquerias tropicales. Centro de Investigaciones Marinas, Puntarenas, Costa Rica.

1989 Intersexuality among fishes associated with paper mill effluent. Friends of Perdido Bay, Pensacola, FL.

1988 Artificial Reef Research in the Gulf of Mexico. National Marine Fisheries Service, Panama City, FL.

1987 Potential Problems in Perdido Bay Regarding Mosquitofish. Perdido Bay Environmental Group, Lilian, AL.

1987 Environmentally Induced Intersexuality among mosquitofish. Summer Colloquium Series, Dauphin Island Sea Laboratory. Dauphin Island, Alabama.

1987. Artificial reef research in the Gulf of Mexico. Guest lecturer at the meeting of the Destin SCUBA diving club.

1987. Conference on Florida's Artificial Reefs. Organization for Artificial Reefs and Florida Sea Grant College. Tallahassee, Florida.

1986. Marine Recreational Fisheries Symposium, Tampa, Florida

1984. Rite of Passage Lecture. University of West Florida

1984. College of Arts and Sciences, Commencement Lecture. University College Dublin, Ireland

1984. Department of Marine Science, University College, Galway, Ireland

1984. Department of Zoology, Trinity College, Dublin, Ireland

1984 Department of Zoology, University College Dublin, Ireland

1984. Florida Marine Fisheries Commission, Panama City, Florida

1983. Marine Science Department, University of Puerto Rico, Mayaguez

1983. Marine Biology Program, Auburn University, Auburn, Alabama

1981 and 1983-1986. Dauphin Island Sea Lab, Dauphin Island, Alabama

1981 National Association of Biology Teachers, Las Vegas

1980 National Marine Fisheries Service, Panama City, Florida

1980 Florida Institute of Technology, Melbourne

1978. Harbor Branch Foundation, Port Pierce, Florida

MEMBERSHIP IN PROFESSIONAL ORGANIZATIONS

Ecological Society of America, 1999.

Hydrogeology Consortium, 1997 -

Sigma Xi, the Scientific Research Society. 1984-

Florida Chapter of the American Fisheries Society, 1982-

European Ichthyological Society, 1981-

Southeastern Fishes Council, 1976-

Florida Academy of Science, 1973-

Society of Systematic Zoology, 1972-1983
Association of Southeastern Biologists. 1972-

Ichthyological Society of Japan, 1972-

American Littoral Society, 1971

Fisheries Society of the British Isles, 1969-1981

American Fisheries Society, 1969-

American Society of Ichthyologists and Herpetologists, 1969-

Hydrogeology Consortium, 1998 -

ATTENDANCE AT PROFESSIONAL MEETINGS

7th International Meeting on Artificial Reefs (CARAH) San Remo, Italy. October 1999

Desenvolvimento Econômico, Biodiversidade Aquática, e Recursos Hídricos no Estuario do Rio Amazonas. Belém to Macapá, Brazil, 16-19 November 1998 Economic Development Institute, World Bank.

William R. and Lenore Mote International Symposium on Essential Fish Habitat and Marine Reserves Sarasota, Florida 1998

Workshop on subtropical and tropical seagrass management ecology: responses to environmental stress Fort Myers, Florida 1998

American Society of Ichthyologists and Herpetologists, University of Guelph, Guelph, Ontario, Canada. 1998

Natural Resources Forum '98: Linkages in Ecosystem Science, Management and Restoration Gainesville, FL 1998

Models and Mass Balance Calculations for the Gulf of Mexico, Gulf of Mexico Program, New Orleans 1997

Hydrogeology Consortium. 1997,1998.

National Council of the Paper Industry for Air and Stream Improvement, Inc., Southern Regional Meeting, Mobile, Alabama. 1996

World Fisheries Congress, Brisbane, Australia. 1996

American Fisheries Society, Southern Division Mobile, Alabama. 1996.

Sixth International Conference on Artificial Reefs (ECOSET'95). Tokyo. 1995

American Society of Ichthyologists and Herpetologists, Edmonton, Canada. 1995.

American Fisheries Society, Tampa., FL. 1995

First National Meeting for the Improvement of Artificial Habitats. Manzanillo, Mexico. 1992

World Fisheries Congress. Athens, Greece. 1992.

Fifth International Artificial Reef Conference. Long Beach. Calif. 1991.

Scientists Center for Animal Welfare New Orleans, Louisiana. 1991

Gulf Estuarine Research Society. Pensacola, Florida. 1991.

American Fisheries Society, Marine and Estuarine Resources, Gulf Shores, Alabama. 1988

Fourth International Artificial Reef Conference, Miami, Florida. 1987.

Florida Chapter of the American Fisheries Society, Brooksville, Florida. 1985, 1991, 1995, 1997, 1998, 1999

Third International Artificial Reef Conference, Newport, California. 1983.

Coastal Zone Management Workshop - University of West Florida. 1982

Congress of European Ichthyologists 1982, 1985, 1988, 1991, 1994, 1997.

Workshop on Visual Assessment of Reef Fishes, Atlanta. 1982.

National Association of Biology Teachers. 1981.

Marcus Wallenberg Foundation for International Cooperation in Science, Deep Sea Symposium, Stockholm. 1977.

Kristineberg Centenary Symposium, Fiskebacksil, Sweden. 1977.

Florida Society of Field Biologists. 1976

Southeastern Fishes Council. 1976-1984, 1988, 1990.

Association of Southeastern Biologists. 1971-1974, 1976-1983, 1988-90.

American Zoological Society. 1971, 1975.

American Society of Ichthyologists and Herpetologists.1969-1973, 1975, 1977-1996.

Florida Academy of Science, 1969, 1975

International Artificial Reef Symposium, Long Beach, California. 1992

International Conference on Ecological System Enhancement Technology for Aquatic Environments, Tokyo 1995

Minerals Management Service, Information Transfer Conference, New Orleans 1995.

AWARDS AND HONORS

1999. Administrative appointment to the Graduate Faculty of the University of South Alabama, Mobile.

1999. Appointed to the Florida Department of Environmental Protection's Impaired Waters Rulemaking Technical Advisory Committee

1999 Faculty Courtesy Appointment with Florida Gulf Coast University, Fort Myers

1999 Most Dynamic Paper ("Power tie") award from the Florida Chapter of the American Fisheries Society, Brooksville

1998. Program Manager for the Florida Lower West Coast Research Initiative, Florida Center for Environmental Studies

1998 Appointed to the Steering Committee for the Seventh International Conference on Artificial Reefs. San Remo, Italy.

1998. Elected Communications Officer of the Hydrogeology Consortium as well as a member of the Steering Committee and the Board of Representatives

1997. Awarded Research Professor status at the Florida Atlantic University, Boca Raton.

1997. Recipient of the Professorial Excellence Program (PEP) Award from the State University System of Florida.

1996. Appointed member of the SWIM (Surface Water Improvement and Management Program), Technical Coordinating Group for Pensacola Bay

1996. Appointed member of the Choctawhatchee Bay Technical Advisory Committee

1996 Appointed member and Chair of the Technical Advisory Committee to the Bay Area Resource Council, Escambia County, Florida.

1996. Awarded the title 'Fellow' by the American Institute of Fishery Research Biologists.

1995. Proposal review panel member for the Biological Inventory Program, National Science Foundation

1994-1996 Appointed member of the Solid Waste Citizens' Advisory Committee, Escambia County, Florida.

1994 Sabbatical Award, University of West Florida

1994 Panel review Chair for the National Underwater Research Program, Wilmington, North Carolina.

1993 Recipient of the "Golden Apple" Award for outstanding teaching by the Foundation for Excellence in Education, Pensacola, Florida

1993 Recipient of the Distinguished Teaching Award by the students of the University of West Florida

1992 Panel review member for the National Underwater Research Program, Caribbean Marine Research Center, Lee Stocking Island, Bahamas

1991. Appointed member to the Science Board of the Florida Sea Grant Extension Program

1990 - 1995 Elected to a five-year term on the Board of Governors for the American Society of Ichthyologists and Herpetologists

1989 Recipient of the Distinguished Research and Creative Activities Award from the University of West Florida

1989 Appointed Chair of the Living Resources/Habitat Working Group of EPA's Perdido Bay Cooperative Management Program

1988-89 Appointed member of the Marine and Estuarine Resources Committee of the American Fisheries Society

1988. Appointed to the Resolutions Committee of the American Society of Ichthyologists and Herpetologists

1986. Appointed member of the Florida Committee on Rare and Endangered Plants and Animals Committee

1986. Sabbatical award - University of West Florida

1985-87 Proposal Review Committee for the Alabama Research Institute

1984 Mary Ball Washington Scholar to University College Dublin, Ireland

1981-1984 Review Panel for Extramural Grants, Environmental Protection Agency

1981. Nominating Committee, Southeastern Fishes Council

1981 Steering Committee, Society of Florida Field Biologists

1981. Elected President of the Southeastern Division of the American Society of Ichthyologists and Herpetologists

1980. Elected Vice-president of the Southeastern Division of the American Society of Ichthyologists and Herpetologists

1979-1980 Sabbatical award to conduct research on fish reproduction in Mainz, West Germany

1978-1980. Appointed member of the Reef Fish Scientific Committee of the Gulf of Mexico Fisheries Management Council

COURSES TAUGHT

University of West Florida
- Undergraduate:
  - Marine Vertebrate Zoology
  - Oceanography
  - Human Anatomy
  - General Zoology
  - Evolution
- Graduate:
  - Biology of Fishes

  - Zoogeography
  - Reproductive Biology of Fishes
  - Fisheries Biology
  - Sociobiology
  - Coastal Zone Studies Seminar

Dauphin Island Sea Lab
- Undergraduate:
  - Marine Vertebrate Zoology

University of Maryland (European Division)
- Undergraduate
  - General Biology
  - Heredity and Man

University College Dublin, Ireland
- Honors Level:
  - Fish Reproduction

THESIS SUPERVISION

JoEll M. Stolarzyk. 1999. Reproductive life history characteristics of mosquitofish (*Gambusia holbrooki*) from a stream receiving paper mill effluent in Northwest Florida

Ryan J. Heise. 1998. Estuarine artificial reefs to enhance seagrass planting

Chad Bedee. 1997. Age and growth of spotted seatrout, *Cynoscion nebulosus*, in three west Florida Estuaries.

Tony R. Martin. 1995. Development of the epifaunal assemblage on an artificial reef in a northeast Gulf of Mexico estuary

Brian. Nelson. 1994. Food habits of fishes on artificial reefs in the northern Gulf of Mexico.

G. R. Day. 1993. Distribution, abundance, growth, and mortality of striped anchovy, *Anchoa hepsetus* (Pisces: Engraulidae), about the discharge of plume of the Mississippi River.

R. P. Cody. 1989. Reproductive mode in the pinfish, *Lagodon rhomboides* (Pisces Sparidae).

N. Butowski. 1986. The effects of food ration on reproduction in the cyprinodontid fish, *Rivulus marmoratus*

D. T. Drysdale. 1985. Intersexuality in the mosquitofish, *Gambusia affinis*

D. McMullen 1984 Studies on the effects of temperature and food density on growth and survival of larval *Menidia peninsulae* (Pisces Atherinidae).

D. M. Siegel. 1983. Aspects of the feeding ecology of snapper fishes (Lutjanidae)

J. S. Williams 1981. Life history aspects of the brown darter, *Etheostoma edwini* (Pisces: Percidae)

C. E. Ashton 1980. The response of pinfish (*Lagodon rhomboides*) to cryptic and non-cryptic flounder (*Paralichthys albigutta*).

M. Applegate. 1979. Aspects of the biology of the slippery dick, *Halichoeres bivittatus* (Pisces: Labridae).

M. E. Berrigan. 1979. Cellular responses in *Crassostrea virginia* (Gmelin) to natural infection of nematode larvae: histopathology

P. A. Hastings. 1978. The biology of the belted sandfish, *Serranus subligarius* (Pisces: Serranidae)

W. K. Bradley 1978 Artificial hybridization of five brackish-waterspecies of *Fundulus* (Pisces Cyprinodontidae).

R. W. Chapman. 1977. Plasma proteins and systematics of the genus *Centropristis* (Pisces: Serranidae)

J. H. Davies 1976. A method of determining the expected frequency-of-occurrence of fish in lotic environments

E. W. Meyer. 1974. Studies on alarm reactions and substances in five freshwater fishes of northwest Florida.

PROFESSIONAL CONSULTING

World Bank, Biodiversity Problems in the Amazon River - Belem, Brazil.

Nippon Television Network Corporation, Tokyo, Japan and New York.

Grouper larvae sampling for the National Marine Fisheries Service Panama City, Florida and Florida State University, Tallahassee

Facilitator for the Withlacoochee Watershed meeting Brooksville, Florida

Curation of museum specimens, Bureau of Land Management

Analysis and data interpretation of ecotoxicity studies, U.S. Environmental Protection Agency - Office of Toxic Substances Statistical Consultants, Inc

Analysis of the historical fisheries data base of the Chesapeake Bay, U.S. Environmental Protection Agency, Chesapeake Bay Program

Science Summer Institute for Science Teachers, Santa Rosa County School System, Santa Rosa County, Florida.

Science Summer Institute for Science Teachers, Okaloosa County School System, Okaloosa County Florida and Innovative Science Education, Inc

Ichthyological survey for of selected habitats in the Coosa River, Alabama. Air and Water Research, Inc

Scientific Editor and Writer for a popular magazine: "Marlin".

Evaluation of the research program and laboratory facilities for the Universidad Nacional, Costa Rica

Survey and assessment of the Okaloosa darter in Okaloosa County Polyengineering, Inc., and the U.S. Geological Service.

Survey and assessment of benthic aquatic communities in northwest Florida coastal streams Polyengineering, Inc.

Baitfish fisheries. Southeastern Fisheries Association, Inc. Tallahassee, Florida.

Book reviewer for Harcourt, Brace and Company.

TECHNICAL SKILLS

Computer programming in BASIC at the level of data base management.

Working statistical knowledge of: linear regression, multiple linear regression, stepwise regression, cluster analyses, canonical correspondence analysis (CANOCO), discriminant function analysis, principal components analysis (PCA), detrended correspondence analysis (DCA), two-way indicator species analysis (TWINSPAN), ANOVA, ANCOVA, and most non-parametric statistics including the program package PRIMER

Scientific editor and reviewer for numerous organizations and journals such as: National Science Foundation, Environmental Protection Agency, U.S. Fish and Wildlife Service, National Marine Fisheries Service, Copeia, Transactions of the American Fisheries Society, Environmental Biology of Fishes, Northeast Gulf Science, Florida Academy of Science, Ecology, Ecological Monographs, Bulletin of Marine Science, Alabama Research Institute, Florida Game and Freshwater Fish Commission, National Undersea Research Program.

Certified SCUBA diver. Deepest operational depth, 60 meters; two saturation missions in HYDROLAB; estimated total underwater time, 3000 hr.

Marine Science Editor, Marlin Magazine

Typing level, 40 wpm

Languages
Speaking: German - very good; Spanish - good; Italian - fair
Reading: German - very good; Spanish - good; Italian - good, French - fair
Writing: German - good; Spanish - fair; Italian - fair

Exhibit D

DISPOSAL OF PORTIONS OF THE FORMER HOMESTEAD AIR FORCE BASE, FLORIDA

COMMENTS REGARDING THE DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT

For
Bradford H. Sewell
Natural Resources Defense Council
New York, New York

By

Daniel L. Childers, Ph.D.
Associate Professor
Wetland Ecosystems Ecology Lab
Department of Biological Sciences
Southeast Environmental Research Center
Florida International University
Miami, FL 33199
1 March, 2000

General Introduction

In this report, I make comments on selected portions of the Draft Supplemental Environmental Impact Statement for Disposal of Portions of the Former Homestead Air Force Base (DSEIS). This critique was solicited by Bradford Sewell, Senior Project Attorney for the Natural Resources Defense Council. I have attached a copy of my Curriculum Vitae to this report to demonstrate that my scientific expertise is in the fields of wetlands ecology, ecosystems ecology, and biogeochemistry. The comments in this report thus reflect my opinions only on portions of the DSEIS which I am qualified to address, including issues pertaining to water quantity and quality, and impacts on freshwater, estuarine, marine, and wetland ecosystems. Unless otherwise noted, my comments refer to the DSEIS discussions of the "Proposed Action".

I have divided the discussion concerning the DSEIS into three sections. The first two sections concern impacts on water resources. The first section focuses on water quantity issues and the second on water quality issues. I note that water quality issues are frequently closely related to water quantity issues because contaminant fluxes are ned to water movement. The third section concerns impacts on biological resources, including stemming from water resources impacts.

1. Environmental Impacts on Water Resources - Water Quantity Issues

A. General

The DSEIS makes a number of contradictory predictions about how the Proposed Action will affect surface water versus groundwater return to Biscayne Bay from the base and the surrounding area. In some sections, the Proposed Action is predicted to reduce groundwater inputs (and by varying percentages over the No Action Alternative) while in other sections the Proposed Action is predicted to increase groundwater inputs. The DSEIS is not even consistent in its presentation of the percentage decreases in surface water discharge under the stormwater management scenario of the Proposed Action. These contradictions make any conclusions about hydrologic modifications very difficult, as the reviewer does not know which numbers to accept. Such contradictions stem, at least in part, from overly-simplified calculations of the projected future baseline for both surface and groundwater flow (I detail these oversimplifications below). As an example, the projected baseline assumes increased runoff of only 7% and a decrease of equal amount in groundwater flow (p. 3.10-29, L 24-30). This does not seem at all reasonable given the predicted level of development (and of subsequent increase in impermeable surfaces) presented in the DSEIS.

Additionally, while the DSEIS notes that it has utilized the MODPATH model for critical modeling tasks, it fails to provide adequate documentation about how it has employed the model (including how it was calibrated, validated, and applied to this case). Without this documentation, there is no way for me to interpret model results since I have no idea how the model was calibrated or validated. Use of a "mystery tool" such as this in an environmental impact assessment is tenuous at best. The Air Force specifically fails to justify the use of old data for a regional hydrologic gradient (from 1974-82 data, p. 3.10-22). The hydrologic gradient drives many of the conclusions made in the DSEIS--particularly those related to rates of groundwater flow towards and into Biscayne Bay. Given the extensive changes in land use that have occurred in south Miami-Dade county, it seems reasonable to assume that the hydrologic gradient has changed in the last 20 years. More recent data should have been used for this critical parameter.

Finally, the "cumulative impacts" analysis in Chapter 4, by which the DSEIS compares projected surface water runoff under the Proposed Action to projected runoff under a vague "population growth" baseline scenario (p. 4.10-8 and Table 4.10-6), is indecipherable. While it is possible that the information is scattered throughout the document, the DSEIS makes no reference to a source of the data or even the estimates and assumptions used in this comparison, which makes review of the comparison virtually impossible. There is not even any reliable way to speculate about the accuracy of the DSEIS predictions here.

B. Stormwater Management Plan

The Stormwater Management Plan (SWMP) as proposed in the DSEIS is effectively the key assumption behind virtually all of the future projections of surface water runoff compared to groundwater flow. The Proposed Action and all water quantity calculations in the DSEIS depend completely on the assumption that the SWMP as presented in the DSEIS will operate to specifications. Given my knowledge of the south Florida environment, I believe it is unlikely that the SWMP as designed will function as expected. Based upon the information provided in the DSEIS, the SWMP appears to have been designed without adequate knowledge of south Florida hydrology, geology, topography, or water management.

First, control of stormwater runoff contributions to surface water runoff is generally accomplished with retention ponds that buffer natural streams from pulsed contributions of storm water that runs off of impervious surfaces. The SWMP relies on such retention ponds. This type of design is possible in most places because these ponds can be made sufficiently deep to hold runoff volumes generated in all but the most extreme of rain events. However, the Homestead Air Force Base has over a karstic geology and, because of minimal topographic relief, the water table is often near, at, or even above ground level. Any retention ponds dug in this limestone will very quickly fill up with groundwater. Using levees to increase water levels in retention ponds would require pumps to move stormwater into them. Additionally, the increased head in these ponds will drive greater groundwater infiltration--the DSEIS did not appear to account for this scenario at all. The ability of these ponds to hold additional stormwater runoff is thus determined by the groundwater level, or pond area and levee height (if they are raised-wall ponds). Most stormwater runoff occurs during the south Florida wet season (June - November), which not coincidentally is also when the water table is highest. If the retention ponds have raised walls and occupy 5% of the total area, then in order to fully contain runoff from an intense 6 inch rainstorm (which happen frequently in south Florida) the retention ponds would have to be capable of maintaining water 9.5-10 feet above the water table. Furthermore, pumps would have to be capable of moving all of this stormwater into them extremely quickly. This does not sound viable.

In addition to essentially ignoring how site characteristics would make the SWMP unworkable, the DSEIS also far understates the amount of flow that such a system would be required to handled. In calculations on p. 4.10-14, the DSEIS asserts that 36.5% of the surface water runoff will be lost to evaporation, since on the average 36.5% of the annual precipitation in south Florida is returned to the atmosphere as evaporation. This assumption underlies all future projections of major decreases in surface water runoff (of 28%) with only minor increases in groundwater flow (of 13%) from the base under the Proposed Action. This calculation and assumption is seriously flawed for the following reasons.

First, much of the net annual evaporation in south Florida takes place late in the dry season (in March, April, and May) while 85- 90% of the precipitation occurs between June and October. Pan evaporation in the late dry season is typically 20 - 25 cm month^{-1} compared to

rainfall rates of 5 - 10 cm month^{-1}. In the wet season, however, pan evaporation rates are 15 - 20 cm month^{-1} while rainfall rates are 25 or more cm month^{-1}. This temporal disjoint between water losses and water inputs is not accounted for in the DSEIS.

Second, the average water loss to evaporation of 36.5% is for largely natural areas in south Florida. A major term in this evaporative loss is evapotranspiration of groundwater by plants. This does not take place on impervious surfaces, and such surfaces dominate in the Proposed Action. A more conservative estimate of average water loss to evaporation in this setting would be approximately 75% of the value used in the DSEIS.

Third, the SWMP described in the DSEIS appears wholly inadequate to deal with stormwater runoff occurring in episodic precipitation events. These kinds of intense events characterize the south Florida wet season, and range from frequent and intense afternoon downpours (of 5-10 cm rain hr^{-1}) to tropical waves, storms, and hurricanes in which rainfalls of 30 cm day^{-1} or more are not unusual. To handle this much water falling in so short a time on a large, flat, largely impermeable landscape, the SWMP system must be capable of moving large volumes of water quickly (large pumps?) through very efficient conduits (canals?) and storing this water effectively (large aboveground retention ponds?). The DSEIS does not instill confidence that any SWMP plan is capable of meeting such specifications.

In sum, a SWMP that depends on water losses mainly during the dry season, that depends on retention ponds that can hold little new water during the wet season, and that has no capacity to handle major precipitation events will do very little to impact surface water flow. I cannot envision how the SWMP as presented in the DSEIS will ameliorate the increased runoff from increased areas of impervious surfaces in any substantial way. In fact, it seems quite viable to conclude that the Proposed Action may actually increase both surface water runoff and groundwater inputs, both of which will ultimately wind up in Biscayne Bay.

C. L-31E Flowway Redistribution Project

A final water quantity issue is actually also a water quality issue, but I will briefly introduce it here. The DSEIS refers to the L-31E Flowway Redistribution Project several times. If this project goes forward as planned, it will divert water from several of the major canals that drain the area of the Homestead Air Force Base into the L-31E canal and disperse this water via culverts to wetlands that lie between the L-31E and Biscayne Bay. This diversion of direct canal inputs to diffuse sheetflow inputs through freshwater and mangrove wetlands has both water quality and quantity implications for Biscayne Bay. The DSEIS notes that this project will "further enhance" reductions in surface water flows to the Bay under the Proposed Action. This will only be the case during nominal flow scenarios. Episodic high flow events will overwhelm this moderately sized project, however, and water will be shunted directly to Biscayne Bay as point source inputs. Without data on flow reductions during a range of hydrologic and climatological conditions, conclusions about the benefits of the L-31E project such as those reached in the DSEIS are unfounded.

2. Environmental Impacts on Water Resources - Water Quality Issues

As a general matter, the DSEIS does not readily distinguish between "ecological pollutants" (e.g. inorganic nutrients, organic matter as BOD, particulates) and heavy metals or organic chemical pollutants. As a result, the DSEIS does not sufficiently describe the variety of water quality impacts that can be expected from nutrient runoffs into tropical estuarine systems such as Biscayne Bay that are relatively nutrient depauperate.

A. Ecological Pollutants

The DSEIS made several striking inaccurate generalities and critical omissions with respect to inorganic nutrient and BOD issues. Concerning surface water loadings, the DSEIS often presented concentration data as minimum and maximum values, which are of little use in evaluating system characteristics (e.g. Table 3.10-9, others). Such data should be presented as geometric means (not arithmetic averages) ± the range of data. The nutrient data presented showed some extremely high nitrate+nitrite concentrations in Military Canal water - a serious problem for Biscayne Bay if the norm for this canal's input. Moreover, although the DSEIS did present some phosphorus data, there was never any substantive discussion about the implications of the Proposed Action to future phosphorus loading to Biscayne Bay. This is a major oversight because Biscayne Bay is a phosphorus limited ecosystem and, as a result, is far more sensitive to the loading of phosphorus compared with nitrogen loading. In other words, analyses of nitrogen-dominated "nutrient inputs" should refer, instead, to "phosphorus inputs" since Biscayne Bay is a phosphorus-limited system.

More specifically, the DSEIS predicts that the Proposed Action will increase nutrient inputs from canal flows by 1.6% over 2000 levels (4.10-6; 3.10-21), primarily via increased surface water flows into Princeton and Mowry Canals. The DSEIS also predicts that all sources of future development in South Dade, including the Proposed Action, will increase nutrient inputs to Biscayne Bay by 7% (4.10-6). Virtually all of this very low magnitude projected increase is tied to increased surface water flow rates, suggesting that no scenarios of increased nitrogen or [more importantly] phosphorus concentrations in that stormwater were considered. It is quite simply erroneous to assume that development and increases in impermeable surfaces will not lead to increased concentrations of nutrients in water running off of a landscape. The DSEIS at least should have considered a range of scenarios in which both surface water flows and nitrogen + phosphorus concentrations in those flows were increased, and discussed the impacts of these various scenarios on water quality in southwestern Biscayne Bay. In particular, the doubts that I have about the efficacy of the proposed SWMP shed similar doubts on any projections of nutrient inputs. If the SWMP cannot handle episodic, large precipitation events and discharges large pulses stormwater into local canals, then the pulsed delivery of large volumes of potentially high-nutrient runoff water to Biscayne Bay must be considered.

Regarding groundwater loading of nutrients, the DSEIS makes the conclusion that any increases in groundwater nitrogen or phosphorus concentrations as a result of the Proposed Action will not reach Biscayne Bay for 50-100 years. This conclusion appears to be based on something called the ODAST model, but the DSEIS fails to describe this model or to adequately document how this model was used to make this calculation. That is, what were the geochemical

adsorbtion and biological decay terms used in the model (and, more importantly, how close were they to those that should be used in the carbonitic, karstic south Florida system?)? Without this critical information on the model, it is impossible to judge its validity as a predictive tool or its efficacy for this application.

Recent work by colleagues at FIU has shown serious degradation of the subtidal shoreline ecosystem in Biscayne Bay between Mowry and Military Canal outflows, and this work has directly related this degradation to extremely large shallow aquifer groundwater inputs of inorganic nutrients along this shoreline. Shallow groundwater seepage rates along this shoreline were measured to be 0.9 - 1.2 liters m^{-2} hr^{-1} and this upward-seeping ground water had average concentrations of 31 ppb total phosphorus and 1100 ppb total nitrogen. At these rates of groundwater seepage, this nearshore zone was expected to receive an estimated 0.62 g total phosphorus day^{-1} via groundwater inputs compared to 14.8 g TP day^{-1} from Mowry Canal, while total nitrogen inputs were estimated at 22.4 and 425 g day^{-1}, respectively ("The L-31E Surface Water Rediversion Pilot Project: Phase I Final Report", 1999, M.S. Ross et al. Report to SFWMD). Even if the 50-100 year assumption of impacts made in the DSEIS are correct, the impacts on Biscayne Bay that are now occurring will be worsened by the Proposed Action.

The DSEIS suggests that the L-31E Flowway Redistribution Project will further buffer Biscayne Bay from surface water and groundwater nutrient inputs that result from the Proposed Action. To a limited extent, this conclusion may be correct in the short term. The wetlands through which this canal water will be diverted are capable of removing nutrients, organic matter, and even organic pollutants and heavy metals (for details about how effective these mixed wetlands are at removing waterborne nutrients, see "The L-31E Surface Water Rediversion Pilot Project: Phase I Final Report", 1999, M.S. Ross et al. Report to SFWMD). However, this must then be considered and discussed as a negative impact on these wetland ecosystems. The wetland ecology primary literature has shown repeatedly that continued loading of nutrients and pollutants has the real potential to saturate these wetland systems (eliminating their cleansing abilities) and/or to trigger community successional shifts to non-desirable and less functional wetland types (such as cattail marsh or Brazilian Pepper hammocks). Since the wetlands in question are intertidal, they are important habitat for juvenile fish and invertebrates that feed on the marsh surface during high tides but reside in Biscayne Bay, and for numerous mammals, reptiles, amphibians, and birds. The same body of ecological literature has also demonstrated that negative impacts on tidal wetlands caused by water quality problems will impact these higher trophic level organisms as well.

B. Heavy Metals and Organic Pollutants

The DSEIS' descriptions of how the Proposed Action may affect the fate and transport of organic chemicals and heavy metals are frequently not supported by the data presented, suggesting possible inaccuracies. For example, the DSEIS does not dispute that Military Canal sediments are quite contaminated. Rather, the DSEIS repeatedly suggests that contaminated sediments in Military Canal are effectively buried there and will never be transported to Biscayne Bay. The DSEIS uses the data presented in Tables 3.10-6 and 3.10-7 to suggest that a temporal

analysis of DDE and PCB-1254 concentrations in these sediments substantiates the "burial and no movement" conclusion. However, the data presented for DDE concentrations range from 34 ppb in 1989-90 to 0.1-20 ppb in 1993-96 to 118.5 ppb in 1997. A no-net-transport scenario would have these concentrations stable through time. They clearly are not, and in fact are much higher in 1997. While these data do not conclusively establish that contaminated sediments do move through Military Canal to Biscayne Bay, they do at least suggest increased DDE contamination. The PCB-1254 concentration data were presented only for 1997, and thus cannot be used in any way to make conclusions about sediment transport.

Adsorption-desorption phenomena are important components of contaminant dynamics in aquatic systems. In most systems found in the U.S., terrigenous-clastic sediments dominate the suspended particulate pool and benthic sediments. The high clay content of these types of sediments give them a particular affinity for many organic pollutants and heavy metals. Once sorbed to the surface of clay mineral particles and deposited in benthic sediments, these contaminants often remain relatively inert. The DSEIS appears to assume that this particle sorbtion process is as important in south Florida ecosystems as in most U.S. systems (e.g. p. 3.10-27, p. 4.10-7, p. 4.10-8).

In fact, this is not a correct assumption. Along the Miami Rock Ridge, which includes the area of the Homestead Air Force Base, the limestone bedrock is often at the ground surface or very near to it. There is often little or no soil in this area, and more importantly there is no source of clay or silt-based particles. Calcium carbonate also has a relatively low affinity for sorbing organic chemicals and heavy metals--this is generally not an issue with nitrogenous nutrients dissolved in the water, such as ammonium, nitrate, and nitrite. Thus, the standard chemical sorbtion model for removal and containment of large amounts of organic chemicals and heavy metals simply does not fit south Florida, and all references to this mechanism in the DSEIS should be viewed with strong suspicion. The DSEIS must be clear on what assumptions and geochemical calculations were made in order to assume a level of contaminant binding, since implicit reliance on the "standard" terrigenous-clastic model is inadequate.

The DSEIS does not dispute that the subtidal estuarine sediments of Biscayne Bay near the mouths of all 3 major drainage canals already show contamination by heavy metals and organic pollutants. The DSEIS presents data in Table 3.10-15 to demonstrate the degree to which these contaminated sediments are toxic and to discuss how this toxicity might change under the Proposed Plan. These data are wholly qualitative, though, and are extremely difficult to interpret (or are so inconclusive as to be useful for most any conclusion). They are not useful as quantitative data in making such predictions.

C. Other Issues

The DSEIS makes a number of other assumptions and conclusions on water quality issues that I do not believe to be accurate.

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February 2000

EDUCATION:

1983	Bachelor of Arts: Department of Environmental Sciences and Department of Biology, University of Virginia, Charlottesville, VA 22903
1985	Master of Science: Marine Science Program, University of South Carolina, Columbia, SC 29208
1989	Doctor of Philosophy: Department of Marine Sciences, Center for Wetland Resources, Louisiana State University, Baton Rouge, LA 70803

EXPERIENCE:

1982-1983	Undergraduate Research Assistant, Department of Biology, University of Virginia. Projects: 1) Effects of acidification on life history traits of freshwater clams, 2) Identification of life-history strategies of a long population of freshwater clams (D. Hornbach, advisor)
1983-1985	Graduate Research Assistant, Belle W. Baruch Institute for Marine Biology and Coastal Research, University of South Carolina. Projects: 1) Long Term Ecological Research Project, modeling and data synthesis (NSF Grant, H. McKellar, Co-PI), 2) Bly Creek Project, field data collection, data synthesis, and modelling (NSF Grant, H. McKellar, Co-PI)
1983-1985	Field projects quantifying total community respiration in a saltmarsh water column, and benthic advection to saltmarsh tidal creeks
1984	Teaching Assistant: Marine Science Program, University of South Carolina. Course taught: Introductory Marine Science
1985-1989	Graduate Research Assistant, Center for Wetland Resources, Louisiana State University. Projects: 1) Carbon and nitrogen cycling in the Barataria Basin, LA (NSF Grant, J. Day, Co-PI); 2) Carbon, nitrogen, and phosphorus exchanges in the Fourleague Bay Estuary, LA (Seagrant, J. Day, Co-PI), 3) Nutrient fluxes in mangrove wetlands (AID Grant, R. Twilley, PI), 4) Nutrient dynamics and exchanges on irregularly

	flooded seagrass banks (National Audubon Society Grant, G. Powell, Co-PI)
1989	Research Associate IV, Coastal Ecology Institute, Louisiana State University. Data synthesis and analysis, report preparation for the Pearl River Cumulative Impacts Project, J.G. Gosselink, supervisor
1999	Assistant Research Professor, Baruch Marine Lab, University of South Carolina. Ecosystems and landscape ecology, estuarine ecology, modelling coastal landscape dynamics (NSF Grant, F. Sklar, Co-PI).
1989-present	Research Associate, Baruch Institute, University of South Carolina
1991-92	Academic Seat, South Carolina Governor's Wetlands Advisory Committee
1991-present	Adjunct Professor and Visiting Instructor, Graduate Program in Marine Biology, Grace Marine Lab, College of Charleston. Course taught: BIO 502 Coastal Ecosystems and Modelling.
1992-1994	Research Ecologist, National Marine Fisheries Service, Southeast Fisheries Center, Galveston Lab. Ecosystems and landscape ecology, spatial analysis of fisheries data, ecological synthesis, modelling aquatic ecosystem and landscape dynamics.
1993-1996	Adjunct Professor, Department of Wildlife and Fisheries Sciences, Texas A&M University. Course taught: WFSC 689-MARB 489, Coastal Ecosystems and Modelling.
1993-1996	Visiting Professor and Instructor, Department of Marine Biology, Texas A&M University at Galveston. Course taught: MARB 425, Marine Ecology
1993	Chairperson, Equal Employment Opportunities Committee, Southeast Fishery Science Center, NOAA
1993-present	Meeting Mentor and Advisor, Curriculum for Underrepresented Minorities in Limnology and Oceanography
1999	Assistant Professor, Department of Biological Sciences and Southeast Environmental Research Program, Florida International University, Miami, FL.
1999-present	Associate Professor, Department of Biological Sciences and Southeast Environmental Research Center, Florida International University, Miami, FL.
1994-1995	President, Gulf Estuarine Research Society.
1996-1997	Past President, Gulf Estuarine Research Society
1994-1995	Executive Board Member, Estuarine Research Federation.
1994-1998	Associate Editor for Ecosystems, Estuaries.
1995-present	Editorial Board Member, Mangroves and Saltmarshes.

HONORS, AWARDS, AND POSITIONS:

1976	Eagle Scout Award, Boy Scouts of America
1982	Undergraduate Research Grant, Department of Biology, University of Virginia
1985	Elected, Sigma Xi Scientific Research Society
1985	Recipient of 4-year Alumni Federation Fellowship, Louisiana State University Alumni Federation

1987	Elected Co-President, Louisiana State University Student Chapter, American Water Resources Association
1987	Student Presentation Award, Ninth Biennial Estuarine Research Federation Meetings
1989	Student Presentation Award, Gulf Estuarine Research Society, Spring Meeting
1989	Student Travel Award, American Society of Limnology and Oceanography Spring Meeting
1989	Student Travel Award, Estuarine Research Federation, Tenth Biennial Meetings
1989	Lipsey Award for Excellence in Marine Science, Department of Marine Sciences, Louisiana State University, Baton Rouge, LA
1993-94	Chair, Committee on Equal Employment and Workplace Diversity, Galveston Laboratory, NMFS
1994-95	President, Gulf Estuarine Research Society Elected by membership to 2-year term.

PROFESSIONAL AFFILIATIONS:

Estuarine Research Federation
Gulf Estuarine Research Society
Ecological Society of America
Society for Wetland Scientists
American Society of Limnology and Oceanography
International Association of Landscape Ecology
International Society of Ecological Economics

GRANTS FUNDED (SUMMARY):

Total external funding to the Wetland Ecosystems Ecology Lab at FIU, 1994 – present $6,540,450
Total grants funded, 1994 – present $13,640,050.

GRANTS FUNDED (DETAILED):

Salt marsh geomorphology and ecological development: Influence upon habitat linkages within and across ecosystem boundaries NOAA Coastal Ocean Program, April, 1994 - March 1997 $35,000 to Wetland Ecosystems Ecology Lab (FIU), total of $289,000 with E.Koepfler, CCU

Numerical interpretation of Class III narrative nutrient water quality criteria for Everglades Wetlands ENP, USACOE, SFWMD January 1996 - December 2002, $510,000 to Wetland Ecosystems Ecology Lab (FIU); total of $4,600,000 with R.Jones and J Trexler, FIU.

Nutrient exchange between Florida Bay and the Everglades' salinity transition zone SFWMD August 1995 - December 1998 $223,000 to Wetland Ecosystems Ecology Lab (FIU); total of $560,000 with J.Day, LSU.

Investigating ecosystem development in restored HID areas Techniques and approaches that enhance coordination with other ENP research efforts. ENP May 1996 - May 1997, 14,275 to Wetland Ecosystems Ecology Lab (FIU)

Effect of modified water deliveries in the C-111 canal basin on the Everglades wetland transition zone A pilot study for pre-levee removal analysis. CES-FAU. September - December 1997, $21,750 to Wetland Ecosystems Ecology Lab (FIU)

The impact of accelerated sea level rise on nutrient cycling and productivity in karst and deltaic ecosystems in the Gulf of Mexico and Caribbean area. Ecological and socio-economic implications NSF-IAI December 1997-November 1999 $0 to Wetland Ecosystems Ecology Lab (FIU), total of $130,000 with J Day, LSU

The effects of modified water delivery in the C-111 canal basin on the wetland transition zone. Ecological effects of changes in marsh inundation regimes. SFWMD January 1998 - December 2001 $330,000 to Wetland Ecosystems Ecology Lab (FIU)

Using transect sampling to relate a phosphorus addition flume study in Shark River Slough to long-term water quality impacts in Everglades National Park Marshes ENP. October 1998 – May 2000. $255,000 to Wetland Ecosystems Ecology Lab (FIU) with J.Richards and J Trexler (DBS), and R.Jones, C Buzzelli, E Gaiser, and L.Scinto (SERP)

The effects of modified water delivery in the Southern Everglades Integrating Taylor Slough and the C-111 ENP Panhandle regions. SFWMD January 1999 – September 2001. $590,000 to Wetland Ecosystems Ecology Lab (FIU).

Nutrient exchange between Florida Bay and the Everglades salinity transition zone - Phase II. SFWMD December 1998 - September 2001 $161,400 to Wetland Ecosystems Ecology Lab (FIU), total of $450,000 with J Day, LSU

Coastal Oligotrophic Ecosystems Research - The Coastal Everglades (COERCE LTER) National Science Foundation February 2000 - January 2006. $4,200,000

STUDENTS ADVISED:

Matthew Baber, Ph.D Candidate **(advisor)**, Florida International University
Jennifer Cutler, MS **(advisor)**, Florida International University. **MS awarded 4/98.**
Susan Dailey, Ph.D Candidate **(advisor)**, Florida International University
Robert Daoust, MS **(advisor)**, Florida International University **MS awarded 4/98.**
Steven Davis, Ph.D Candidate **(advisor)**, Florida International University **Ph.D. awarded 8/99**
Nicholas Oehm, MS **(advisor)**, Florida International University **MS awarded 4/98**
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Tiffany Troxler, MS **(advisor)**, Florida International University.
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Braxton Davis, MS (on committee), Florida International University. **MS awarded 8/98**
Kate Davis, MS (on committee), Florida International University **MS awarded 12/96**
Chris Farrell, MS (on committee), Florida International University. **MS awarded 8/98**
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Javier Pagan, MS (on committee), Florida International University
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Gregory Starr, MS (on committee), Florida International University. **MS awarded 4/98**
Maureen Sullivan, MS (on committee), Florida International University **MS awarded 8/97**
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Timothy Delaney, MS (on committee), Texas A&M University. **MS awarded 12/94**

UNIVERSITY-LEVEL COURSES TAUGHT:

A. Undergraduate level: Ecology (4 times), Ecology Lab (5 times), Marine Ecology (2 times), Marine Ecology Lab (2 times), Undergraduate Seminar (once)
B. Graduate level Coastal Ecosystems and Modelling (3 times), Modelling Biological Systems (2), Advanced Ecology - Communities and Ecosystems (3 times), Spatial Analysis and GIS (1 time)

INVITED/THEMATIC PAPERS PRESENTED:

1985 Nutrient variability and subsystem interactions in a southeastern salt marsh. 8th Biennial Meeting Estuarine Research Federation, Hanover, NH
1988 Assessment of cumulative impacts in forested wetlands. The Tensas Basin, LA. National Association of Environmental Professionals, Annual Meeting, Orlando, FL.
1988 A strategy for quantifying nutrient and materials fluxes in irregularly flooded brackish marshes Examples from two Louisiana estuaries. 9th Annual Meeting, Society of Wetland Scientists, Washington, D.C
1988 A method for measuring nutrient and material exchanges in the marshes of Louisiana's Gulf coast estuaries. American Water Resources Association, Baton Rouge, LA.
1989 The great wetland flux contest Comparing exchanges of nutrients and materials on intertidal seagrass banks and marshes Department of Marine Sciences, Louisiana State University, Baton Rouge, LA
1989 Marsh-water column interactions in two Louisiana estuaries: Flux measurements and conceptual implications University of Georgia Marine Institute, Sapelo Island, GA.
1989 Nitrogen exchange processes in forested and coastal wetlands. Division of Pinelands Research, Rutgers University Camden, NJ
1989 The Chesapeake: An estuary in your back yard. Greater Northern Virginia Kiwanis Club, Annandale, VA
1991 Using landscape level resource management and cumulative impacts strategies to regulate South Carolina's wetland resource. Governor's Wetlands Advisory Committee, South Carolina Department of Health and Environmental Control.
1991 A comparison of landscape-level aquatic patterns and water column processes in two estuaries with markedly different watershed characteristics. 11th Biennial International Estuarine Research Federation Conference, San Francisco, CA.
1991 Spatial variability in short-term sediment flux in a southeastern Georgia salt marsh estuary Coastal Wetland Ecology and Management Symposium, New Orleans, LA.
1992 Spatial variability and the question of scale in estuarine ecosystems and coastal landscapes. Invited Presentation Department of Environmental Sciences, University of Virginia, Charlottesville, VA
1992 Biotic and abiotic factors relating pattern and process in wetland ecosystems and coastal landscapes Department of Environmental Sciences and Engineering, University of North Carolina, Chapel Hill, NC.
1992 Interactions between abiotic development and biotic maturation in transgressive wetland ecosystems and coastal landscapes. Institute of Marine Sciences, University of North Carolina, Morehead City, NC

1992 A review of marsh-water column interactions in wetlands along the U.S.Gulf of Mexico INTECOL's 4th Annual International Wetlands Conference, Columbus, OH
1992 Interactions between abiotic development and biotic maturation in transgressive wetland ecosystems and coastal landscapes Smithsonian Environmental Research Center, Edgewater, MD
1993 Coupling remote sensing, GIS, and spatial modelling to address ecosystems-scale fishery questions - A conceptual approach. Ninth Annual Workshop on Remote Sensing and GIS for Coastal Management in Louisiana, Lafayette, LA.
1993 Subsystem interactions in estuarine ecosystems and coastal landscapes. Department of Biology, University of Southwestern Louisiana, Lafayette, LA.
1993 The importance of tidal range and geologic age as controllers of marsh-water column interactions. 12th Biennial International Estuarine Research Federation Conference, Hilton Head, SC.
1993 Habitat interactions in salt marsh estuaries and coastal landscapes Skidaway Institute of Oceanography, University of Georgia, Savannah, GA.
1994 Subsystem interactions in salt marsh estuaries and coastal landscapes. University of Texas Marine Science Institute, Port Aransas, TX
1994 Measuring materials exchanges on intertidal seagrass banks in Florida Bay using throughflow flumes American Society of Limnology and Oceanography, Miami, FL.
1994 Successional development of wetland ecosystems in transgressive coastal landscapes. Department of Biology, University of Miami, Miami, FL.
1994 The successional evolution of estuarine wetlands in transgressive coastal settings. Research Lab Seminar, Fairchild Tropical Garden, Miami, FL
1994 Statistical treatment of scale-dependent aquatic transect data Everglades Research Group, South Florida Water Management District, West Palm Beach, FL.
1995 Interactions of structure and function in the development of wetland ecosystems. Tropical Research and Education Center, Institute of Food and Agricultural Sciences, University of Florida, Homestead, FL.
1995 Nutrient exchange between Florida Bay and its salinity transition zone Everglades Research Group, South Florida Water Management District, West Palm Beach, FL.
1996 Everglades research pertinent to ecological modelling efforts in south Florida. ATLSS-ELM Modeling Coordination Workshop, South Florida Water Management District, West Palm Beach, FL.
1996 Nutrient processing and exchange in northern Florida Bay mangrove forests Third Workshop on South Florida Nutrient Dynamics, Key Largo, FL.
1996 Nutrient transformations and flux in the mangrove forests of Florida Bay Invited Dean's Seminar, Virginia Institute of Marine Science, College of William and Mary, Yorktown, VA
1996 The ecological implications of water management policies along the Everglades-Florida Bay margin. Invited Seminar, FIU Graduate Environmental Engineering Seminar Series
1996 Wetland-water column interactions and the biogeochemistry of estuary-watershed coupling around the Gulf of Mexico. Invited seminar, Workshop for Authors, Biogeochemistry of Gulf of Mexico Estuaries, Louisiana Universities Marine Consortium, Cocodrie, LA.
1996 Nutrient exchange between Florida Bay and the Everglades transition zone. 1996 Florida Bay Science Conference Key Largo, FL.
1997 Data synthesis, integration, and modelling in conjunction with the FIU phosphorus dosing flume study 1997 Florida Dept. Environmental Protection Workshop on Class III Water Quality Criteria Research.
1997 Salinity controls on nutrient flux in south Florida mangrove wetlands. University of South Carolina Invited Marine Science Lecturer Series
1997 Biogeochemical cycling in Everglades wetlands Of marshes and Mangroves SERP Brown Bag Seminar, Florida International University, Miami, FL.

1998 Water quality research in Everglades wetlands: A look at two ongoing projects. Department of Environmental Studies Graduate Seminar Series.

1998 An overview of research into water quality issues associated with Everglades restoration efforts. 11th Annual Science & Engineering Lecture Series, Jacksonville University.

1998 A review of marsh and estuarine flux studies from the south Atlantic and Gulf of Mexico. Concepts and Controversies in Tidal Marsh Ecology Conference, Vineland, NJ

1998 Vascular plant and soil responses to biogeochemical changes in the water column of two Everglades wetlands. American Society of Limnology and Oceanography/Ecological Society of America, St. Louis, MO

1999 Possible effects of global climate change on coastal wetlands of the Gulf of Mexico and Caribbean Sea. IAI Working Group on Coastal Effects of Global Change, Merida, Mexico

1999 The influence of Southern Everglades wetlands on nutrient inputs to Florida Bay. Florida Bay Science Conference, Key Largo, FL.

PAPERS PRESENTED:

1983 The effects of pH on survivorship and growth rate in the fingernail clam *Musculium partumeium* (Say) (Bivalvia: Pisidiidae). Virginia Academy of Science Meeting, Fairfax, VA

1984 A simulation model of salt marsh water column dynamics. Southeastern Estuarine Research Society Meeting, Beaufort, SC

1984 Data synthesis and preliminary results from a model of salt marsh water column dynamics. Long Term Ecological Research Site Conference, Georgetown, SC.

1985 Subsidal advective water flux as a potentially important nutrient input to southeastern salt marsh estuaries. 40th Annual Meeting. American Society of Limnology and Oceanography, Minneapolis, MN

1986 The use of habitat-specific simulation models of estuarine nitrogen cycling for ecosystem management in the Mississippi Deltaic Plain. 10th Annual Meeting, The Coastal Society, New Orleans, LA.

1987 Primary production and marsh-water column exchanges along the salinity gradients of two Louisiana estuaries. 9th Biennial Meeting, Estuarine Research Federation Conference, New Orleans, LA

1987 A method for directly quantifying nutrient and material exchanges between wetlands and the water column in microtidal Gulf Coast estuaries. Gulf Estuarine Research Society, 9th Biennial Meeting, Estuarine Research Federation, New Orleans, LA

1988 Cumulative impact assessment in bottomlands of the Tensas Basin, LA. Hydrologic and water quality changes related to forest clearing. Int. Assoc. Landscape Ecology, Annual Meeting, Albuquerque, NM

1988 Marsh creation in coastal Louisiana using sediment fences: Project design and preliminary results. 9th Annual Meeting, Society of Wetland Scientists, Washington, D.C.

1989 Nutrient exchange dynamics on a regularly exposed intertidal seagrass bank in Florida Bay, FL. Spring Meeting. Gulf Estuarine Research Society, Cocodrie, LA.

1989 Relating ephemeral wetland loss in Louisiana estuaries to periodic climatological forcing by El Niño-Southern Oscillation events. Annual Meeting, American Society of Limnology and Oceanography, Fairbanks, AL

1989 Water levels and wetland loss: Long-term functional losses related to "habitat dilution" and short-term "ephemeral" losses related to environmental forcing. 10th Biennial International Estuarine Research Federation Conference, Baltimore, MD.

1989 Intertidal seagrass banks as critical estuarine habitat. Evidence from a nutrient exchange study in Florida Bay, FL. 10th Biennial International Estuarine Research Federation Conference, Baltimore, MD

1990 A new design for relating landscape-level pattern and ecosystem processes using remotely sensed data and simulation models. Annual Meeting, American Society of Limnology and Oceanography, Williamsburg, VA

1990 Pattern and process at the landscape level are detected by simultaneous analysis across both spatial and temporal scales. Fall Meeting, Southeastern Estuarine Research Society, Jekyll Island, GA.

1990 Examining subsystem interactions in a Southeastern salt marsh estuary using a dynamic budget model. Long Term Ecological Research Special Topics seminar, Columbia, SC

1990 A technique for simultaneous detection of spatial and temporal variability at the landscape level. Special seminar Graduate Program in Marine Biology, College of Charleston, Charleston, SC

1991 Generating hypotheses about a salt marsh estuarine ecosystem using a dynamic nutrient budget model. Spring Meeting, Southeastern Estuarine Research Society, Gulf Breeze, FL

1991 Distinguishing spatial and temporal variability in aquatic transect data using a Variable Resolution Pattern Similarity Test. International Association of Landscape Ecology World Congress 1991, Ottawa, Canada.

1991 Spatial variability in marsh-open water interactions in a southeastern Georgia salt marsh estuary. 11th Biennial International Estuarine Research Federation Conference, San Francisco, CA

1992 Spatial and temporal variability in long-term sediment elevation changes in three mid-Atlantic estuaries. Southeastern Estuarine Research Society and Atlantic Estuarine Research Society Joint Conference. Topsail Beach, NC.

1993 Geomorphology and subsystem interactions in a transgressive salt marsh. American Society of Limnology & Oceanography and Society of Wetland Scientists 1993 Annual Meeting, Edmonton, Alberta, Canada.

1995 Relating Structure and Function Across Spatial Scales in Estuarine Ecosystems. Gulf Estuarine Research Society, Lafayette, LA.

1995 Using multiple spatial indices to relate structure and function in estuarine ecosystems. 13th Biennial International Estuarine Research Federation Conference, Corpus Christi, TX

1997 Salinity and organic matter transformations as controls on wetland-water column interactions in a south Florida mangrove forest. Gulf Estuarine Research Society, Ocean Springs, MS.

1997 Quantifying the effects of low-level nutrient enrichment on pristine Everglades wetlands *in situ* flumes and phosphorus dosing. Ecological Society of America, Albuquerque, NM

1997 The exchange of nutrients and materials at the prop root-water interface in red mangroves. Estuarine Research Federation, Providence, RI.

1998 How freshwater Everglades wetlands mediate changes in water flow and nutrient loadings to the Florida Bay estuary. Gulf Estuarine Research Society, Galveston TX.

1999 How freshwater Everglades wetlands mediate the quality of recently enhanced water inflows to the Florida Bay estuary. Gulf Estuarine Research Society, Baton Rouge, LA

1999 Quantifying the effects of enhanced water inflows on wetlands throughout the Southern Everglades. Wetland Biogeochemistry Symposium, Ft. Lauderdale, FL

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Exhibit E

4 March 2000

Review of the December 1999 Draft Homestead SEIS

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The following is an evaluation of the December 1999 Draft Homestead SEIS concerning the development of the former Homestead Air Force Base as a commercial airport facility.

OVERALL COMMENTS

1. The Draft SEIS never provides an accurate depiction of the topographic elevation of the Homestead base site, the adjacent areas of proposed future off-site development, and the adjacent area to the east towards Biscayne Bay. An accurate visual presentation of the elevation in and adjacent to the site is crucial to determining the efficacy of the stormwater plan and the feasibility of the proposed development. The DSEIS' analysis of the stormwater plan is therefore incomplete because it fails to explain how the stormwater plan will function on the site. An accurate elevation map is also crucial for other aspects of the evaluation to consider the suitability of this area for the proposed development.

2. The stormwater issues posed by the proposed airport are not properly addressed. The design standards for the Storm Water Management Plan are inadequate because they use unreasonably conservative storm rainfall levels, unreasonably high evaporation amounts, unreasonable base elevation levels for the present and the future, and do not use reasonable storm and post-storm water levels outside the catchment areas. The persistence of elevated regional groundwater levels following major rainfall events is not recognized. The Draft SEIS underestimates the height and frequency of flooding within the Homestead base area both now and in the future. The extent to which the systems will be dependent on pumps (or be flooded) will be much greater than defined both now and in the future.

3. The groundwater issues posed by the proposed airport are not properly addressed. The role of interconnected cavities and aquitards in groundwater flow is not defined. The intensity of discharge and manner and distance of groundwater flow following major rainfall events is not addressed. The manner of release and easterly movement of stormwater from the catchment areas to the adjacent groundwater and surface waters is improperly characterized. As a result, the rate of transfer of water from the Homestead base area to the coastal wetlands and Biscayne Bay waters to the east is severely underestimated.

4. The weirs and the catchment basins are neither properly designed nor of sufficient capacity, as they are not designed to account for a realistic intensity of rainfall,

realistic storm surges, or for present or future rise in sea level (see 'Draft of Proposed Recommendations for HAFB 5/23/97' by the SFWMD Staff). In addition, the post-rainfall water level outside the catchment areas are seriously misrepresented. As a result, the storm catchment basins are too small and the storm catchment drainage will not function as stated.

5. The Proposed Action underestimates the amount of future offsite development (2,000 acres) for buildout of associated industries, and it never addresses whether there is sufficient upland available for the true level of future associated development anticipated.

6. The Draft SEIS assumes but does not justify the use of a linear increase in pollutant release with increased development. With respect to the Proposed Action itself, a history of spills and leaks from similar size and scale airports would be a better guide and easily accessible. As the Draft SEIS does not properly portray the intensity or manner of surface water and groundwater discharge following rainfall events (#2-4 above), the Draft SEIS does not accurately portray how and at what intensity pollutants will move eastward from the Homestead base and catchment basins in the surface water or the groundwater.

7. It is improper to ignore pollutant release to Biscayne Bay during hurricanes as insignificant because the pollutants will have been dispersed. Biscayne Bay is a National Park and Outstanding Florida Water, and is not to be degraded. Dilution of a pollutant through dispersal is no longer a justifiable way to get rid of pollutants.

8. The Draft SEIS does not use a uniform base level for elevation and does not adjust historical measurements for the 0.7-foot rise in sea level that has occurred since 1929. This makes significant portions of discussion in the Draft SEIS extremely difficult to evaluate, and many instances of modeling and projections meaningless.

9. By not properly incorporating historical sea level rise and by not placing hurricane surge levels, among other things, into context with real tidal heights in the year 2000, the Draft SEIS severely underestimates likely storm surge levels and the risk that they pose to life and property.

10. The wetland areas in and adjacent to the Homestead base are misrepresented. For example, the Draft SEIS uses historical maps to show land and wetland vegetation habitat distribution. In a time of rapidly rising sea level, this is inappropriate. In addition, the Draft SEIS appears to discount the importance of areas of exotic vegetation to the east of the base. This is improper as they are former wetlands, there are plans for their restoration, and ongoing sea level rise will contribute to this goal. With this recognized, it is apparent that any off-site development towards the eastern portion of the Homestead base will directly affect the wetlands by whatever nutrients, pollutants, and changes in water flow occur.

11 By not properly incorporating historical sea level rise and by not putting things like hurricane surge levels into context with real tidal heights in the year 2000, the Draft SEIS severely underestimates the a real storm surge levels and the risk that they impose to life and property.

12 The Draft SEIS does not incorporate federal government forecasts for future sea level rise into their calculations, modeling or assessment. As a result, many of the projections concerning impacts are invalid It is untenable that sea level rise is wholly ignored This is not 1990. Global warming is now documented as real, and the future effects are being forecast by the federal government so that we do not make stupid decisions about development in areas that will soon be impacted by the increased rates of rising sea level.

DISCUSSION OF SPECIFIC COMMENTS

GROUNDWATER

The groundwater issues involved at the site are relatively challenging. Unfortunately, the authors of the Draft SEIS did not rise to the challenge – vital conclusions and assumptions are significantly off-base and, as a consequence, ultimate conclusions concerning groundwater transport of pollutant to Biscayne Bay invalid.

First, Further, it seems as though the rate of groundwater flow was calculated during average conditions, not during high-water post-rainfall conditions. This use of average conditions produced the severely low rate of groundwater transport from the Homestead base area to Biscayne Bay, even though a high rate of transmissivity was recognized

Second, the Draft SEIS mischaracterizes the geological nature of the site Significantly, the limestone is considered homogeneous in the Draft SEIS. It is not. Nowhere in the Draft SEIS is the possibility of influencing inhomogeneities, channels, aquitards or aquicludes discussed with respect to the Biscayne Aquifer It is simply called unconfined. It is not that simple. The presence of flow through solution cavities and beneath aquacludes is demonstrated by the artesian freshwater springs that used to be active in Biscayne Bay and have been re-activated in the very wet years after Hurricane Andrew and again as the result of Hurricane Irene (Kohout and Kohpinski, 1967, personal observation) The Biscayne Aquifer has a labyrinth of horizontal and vertical karst solution pipes and caverns of all scales. It is through these pipe complexes that artesian freshwater enters Biscayne Bay during times of strong fresh-water head Schroder, Klein and Hoy (1958) describe the predominance of groundwater storage and flow through solution cavities in the Biscayne aquifer. Coulter (1967) describes the limestone beneath the Turkey Point Nuclear Generating Plant (southeast of the Homestead base) as having "interconnected solution cavities and voids [that] are abundant and randomly distributed" The Draft SEIS (3 10-21) even

states *"The Biscayne Aquifer is characterized by interconnected zones of cavernous limestone and has reported transmissivities ranging from approximately 4 to 8 million gallons per day per foot (mgd/foot) (**Montgomery Watson 1997**)"* Water in these karst systems shortcuts whatever pore-water flow there is through the limestone and turns the Homestead base to Biscayne Bay transport time from decades into days or weeks

To illustrate the above paragraph, consider a hypothetical example in which 0.1% of the limestone is interconnected caverns and the rest is a porous limestone. Under a post-storm high freshwater head the water will funnel through the small percentage of interconnected cavities at a high rate and for a great distance, but will move more slowly a lesser distance through intergranular pores of the limestone. It is not the place of this evaluation to calculate this rate, but rather to point out that the Draft SEIS totally misses the point and as a result drastically misrepresents the manner and rate at which water is transferred eastward from the Homestead base area. As a result, water leaving the catchment area.

In addition, the Pleistocene rocks making up the Biscayne Aquifer have a series of low permeability surfaces that represent periods of low sea-level-stand exposure, commonly capped by freshwater limestones (the present limestone surface is one of these exposure surface) (Schroder, Klein, and Hoy, 1958). The continuity and effect of these aquicludes and aquitards is summarily discounted in the Draft SEIS -- *"Due to the interfingering of aquifer materials, some permeable units (aquifers or small sections of aquifers) may exhibit confined characteristics. In general, the Biscayne Aquifer has hydraulically interconnected groundwater flow at all depths, and flows are closely related to the water table depth (Sonntag 1987)"* DSEIS at 3.10-21(emphasis added) It was inappropriate to dismiss the confining layers in the Biscayne Aquifer. The presence of historical artesian springs in Biscayne Bay and elsewhere demonstrates that the Biscayne aquifer is not a simple open system. If the water, introduced into the surficial groundwater during high rainfall events, is not free to migrate downward unimpeded through the Biscayne Aquifer, its horizontal flow in the upper layer will be enhanced and the rate of horizontal transport increased That will be the influence of these subhorizontal aquitards and aquacludes. In addition, the freshwater artesian springs out in Biscayne Bay demonstrate that the groundwater does become trapped beneath the surface limestone layer. This water, then, must travel further into the Bay to be released back to the surface.

By not incorporating the flow through the interconnected solution cavities and by not recognizing separation of flow by aquitards and aquacludes, the discussion of groundwater flow rates in the Draft SEIS is wholly inadequate. As further discussed below, the groundwater will move far faster through this non-homogenous but generally open system than the Draft SEIS accounts for.

Third, the Draft SEIS utilizes a rate of groundwater flow in the Biscayne aquifer in the area beneath and east of the Homestead base that is far too slow. The

error in characterization of the site's geology is at least partially responsible for this error, as discussed above The Draft SEIS says: *"The overall average seepage velocity in the former Homestead AFB area is estimated to be 310 feet per year"* (Draft SEIS 3 10-26). *"Because of the slow movement of groundwater in the area, these higher [pollutant] inputs would take 50 to 100 years to reach Biscayne Bay"* (Draft SEIS 4 10-18).

Because of the predominance of flow through cavities, it is simply not correct to conclude that groundwater (and pollutants contained within) will take 50 to 100 years to get from the Homestead base to the Bay. The Draft SEIS used models of groundwater flow when water levels were not elevated by rainfall (Draft SEIS 3.10-22, line 35,36). (the toilet only flushes when you let water in). But this is an obvious mistake as the Homestead base area of south Florida is subject to average annual rainfall of approximately 65 inches (Schomer and Drew, 1982) More importantly, most of the rainfall comes in short bursts (like Irene, or the el Nino winters) That is what flushes water through the interconnected cavities in the limestone to bubble out in Biscayne Bay.

Another source of the 50 to 100 years transport time error is an incorrect assumption concerning annual per cent of rainfall that evaporates: *"Retained stormwater would be subject to evapotranspiration and soil moisture retention in the vadose zone above the water table, but soil moisture retention would be small because the water table is very close to the ground surface Evapotranspiration accounts for the loss of about 36 5 percent of annual precipitation in south Florida, and it was assumed that 36 5 percent of the stored water on the former base would be lost through evapotranspiration. The remaining water would become groundwater recharge that would eventually flow into Biscayne Bay. Using these assumptions, it is estimated that annual groundwater flow into Biscayne Bay between Princeton and Mowry Canals would increase to 8,115 acre-feet by 2005 and 8 092 acre-feet by 2015, an increase of 13–14 percent over the baseline groundwater discharge of 7,174 acre-feet per year Because of the slow movement of groundwater in the area, these higher inputs would take 50 to 100 years to reach Bay"* (Draft SEIS 4.10-18).

But as major rainfall events over short periods of time (and the associated buildup and release of water from a catchment basin) account for a significant percentage of the annual rainfall, it is not valid to use average evaporation rates. Evaporation in the week or two following a major rainfall event would be small. For example, with south Florida evaporation at about 1.25" per week, a 12.5" rainfall that was held in the catchment basin above the ground surface for a week, would loose only 10% through evaporation.

With respect to pollutant transfer, the use of average groundwater flow conditions (Draft SEIS 3.10-22, line 35-36) to determine pollutant transfer is invalid. Post-rainfall event times of elevated water level are the times of most water transfer eastward from the Homestead base site and the times in which pollutants could be

easily transferred great distances through the interconnected cavities of the groundwater or via surface water far eastward from the Homestead base area. In fact, individual rainfall events may well transfer pollutants from the Homestead base area to the coastal wetlands and Biscayne Bay.

Fourth, the SEIS misrepresents how the rainwater caught in the catchment areas will move out into the groundwater or surface water. After a large rainfall event, the catchment areas will have elevated water levels compared to the adjacent environments to the east. Consider the eastern (down-current) side of the catchment basin. If you have a high water level in the catchment basin and a lower water level outside to the west, the high water will force itself down into the groundwater under the levee To the east that water will tend to be pushed back to the surface by the regional flow that was forced down to make room for the catchment water discharge. As a result, the catchment discharge will not necessarily become a groundwater problem. The presence of sub-horizontal aquitards and aquacludes within the upper part of the Biscayne Aquifer, will further block the downward movement of water discharged from the catchment area and accelerate its horizontal movement (see 'Second' above). A significant portion of the water discharged from the catchment basins will be a very shallow groundwater and surface water problem

The Draft SEIS also contains a mistaken assumption about the time sequence of the water-level surface during major rainfall events: *"During storms, water levels in the canals rise with a rise in the groundwater table (i.e., there are rises in water levels in Military Canal without pumpage from the reservoir). The rise in the groundwater table is caused by vertical recharge from rainfall and lateral recharge from canals Canal water levels return to pre-storm conditions within hours of rainfall"* (Draft SEIS 3.10-22). During major rainfall events, the water levels will not return to pre-storm conditions within hours of rainfall. In fact the water level in the Homestead base area may well increase for days after the event as water moves eastward from the coastal ridge and Everglades into the area. Without recognizing this, the whole dynamics of the catchment basins (and drainage of the upland area of proposed development) cannot be properly evaluated If the catchment basins drain (because they are elevated basins), they will keep the water table surface high for longer periods downstream. The higher regional water levels will make drainage of catchment basins more difficult and slower. This will decrease that capacity of the catchment basins to handle subsequent rains.

In addition, the water levels in Biscayne Bay will be elevated (because of widespread discharge into it), further retarding lowering of the groundwater levels. This has a major impact on the dynamics of flooding and drainage in the Homestead base area and on the viability of development in the area.

Fifth, the historical and future rises in sea level must be incorporated into the evaluation of surface water and groundwater dynamics. Future rises in sea level are ignored. Historical rises to date seem to be ignored (the Draft SEIS uses a 1974-1982 set of data to create a map (Figure 3.10-3)). It is imperative that today's (2000) sea level be used in any calculations and models. It is also imperative that the forecasted sea level

for 2015 be used for 2015 (projected at 0.2 to 0.3 feet above year 2000 levels). In addition, as permitting this development would only be valid if this were to be a viable development at this site for the long term, it is imperative that the nature of the area be documented as it will be in 50 and 100 years from now. This has not been done.

Sixth, the groundwater pollution assessment is further flawed as it assumes that the soils and minerals at the pore margins will adsorb the pollutants: *"The increase in the amount of infiltration on and near former Homestead AFB could potentially increase the concentrations of some pollutants (i.e., water soluble toxic chemicals) in the Biscayne Aquifer, a sole source aquifer, but there are essentially no data that can be used to assess their present occurrence in groundwater or how they are likely to change with airport development. Most toxic pollutants (most metals, PAHs, most pesticides) would probably sorb to soils and would likely not increase groundwater concentrations. In addition, the wells used for public drinking water supplies are west and north of the former base, and groundwater flow is to the east, so no impacts are expected on public drinking water supplies"* (Draft SEIS 4.10-15). What is missing here is the recognition that during and following major rainfall events, much of the discharge will be as high-velocity flow through interconnected cavities in the limestone, and the majority of pollutants will not be removed prior to reaching Biscayne Bay. During high flow dissolved materials and very fine particulate matter can be easily transported through the interconnected cavities in the limestone. In addition, much of the catchment discharge will flow east as surface water (see discussion above), making any contaminant release a surface water problem. Although this discharge may not affect public drinking water, it will likely affect the wetlands to the east and Biscayne Bay. As discussed elsewhere, the area to the east is, at today's sea level, nearly at wetland level.

FUTURE CHANGES IN FLOW

The south Florida Restudy, to increase water flow in the southern Everglades, is going to result in the change in the amount and timing of water flow in the Homestead base area and to the east. The plan to re-establish sheet flow to margin of central Biscayne Bay will result in significant changes in the surficial and groundwater flow to the east of the Homestead base. In addition, there are plans to fill Mowry Canal and modify others as a part of this replumbing. None of these changes are included in any analysis in the Draft SEIS. The Draft SEIS is, thus, not a meaningful analysis for the future of the area. It must include the changes that will occur, because these will significantly influence the results of how storm water flow and catchment basin discharge will move.

POLLUTANTS

The Draft SEIS misrepresents how and to what extent pollutants will move eastward from the Homestead base site and the catchment areas. Further the assumption that small on-site spills will be the major type of pollutant problem (and easily contained) is not borne out by the history of the present south Florida airport where major jet fuel leaks and other instances of environmental contamination have occurred.

Until demonstrated otherwise, the level of environmental contamination at other Dade County airports should be assumed to occur at Homestead.

The Draft SEIS also assumes that increase in pollutants released with development will be linear to increased runoff volume. It is quite unreasonable to assume that there will be only a linear increase in the amount of pollutant release with increase in development. There are many examples of rate of pollutant release during development of similar facilities. These should be referred to as a guide in making the assumptions about pollutant release.

TOPOGRAPHY AND ELEVATION

Search as I did, I could find no detailed (or even general) topographic map included in the Draft SEIS. This immediately prompts the suspicion that the most of the report was prepared in ignorance of how very near sea level much of the area in questions is. I outlined the plus 5-foot contour on a USGS topographic map. In doing this, it shows that the Homestead base site is surrounded on more than three sides by land that is significantly less than 5 feet (FIGURE 1). This mapping also shows that the swales adjacent to the present runway are also significantly less than 5 feet. This is referenced to NGVD 1929 (on the USGS topographic map). This map does not have the +4' or +3' contours. This information should have been provided. Otherwise, for the reasons explained below, the proximity to wetland level and sea level will not be sufficiently appreciated by those preparing and evaluating the SEIS. On the following diagram, I have highlighted the 5-foot contour (NGVD 1929) from the USGS Topographic Map (FIGURE 1).

BASE LEVEL AND INCORPORATING HISTORICAL SEA LEVEL RISE

In only one section is the base level defined with respect to sea level: *"The pumps operate at maximum discharge when reservoir elevation is 4.1 feet according to the 1927 National Geodetic Vertical Datum (NGVD). An interim discharge at 3 feet NGVD is currently allowed under an agreement between the Air Force Reserve Command and Miami-Dade County. This discharge is required to keep water elevations in Flightline Canal at acceptable operational levels. The pumps are operated until the water level in Flightline Canal is lowered to 2.5 feet NGVD. Without the pumps operation, flooding would occur along the flightline. Surface water elevation and flow from Military Canal to Biscayne Bay is controlled by automated gate structure S20-G, operated by SFWMD. S20-G is a gated spillway 1.5 miles east of the former base that maintains adequate upstream water control stages in the canal, regulates discharges to tidewater, and prevents salinity intrusion during periods of high flood tides. Gates are opened when the water level in Military Canal is more than 0.3 feet above the tide elevation in Biscayne Bay. The highest surface water elevation of record behind S20-G was 3.05 feet"* (Draft SEIS 3.10-5).

There is no evidence that a uniform base level (a common zero sea level datum) is used in the Draft SEIS. As a result, it is extraordinarily difficult to meaningfully analyze much of the information presented.

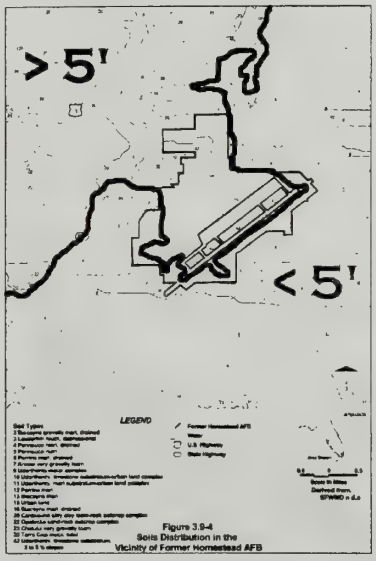

FIGURE 1. Soil Map from Draft SEIS with sketch of 5-foot contour line superimposed. The contour line is line is from a USGS topographic map and referenced to 1929 NGVD. The white areas adjacent to the existing runway are also less than 5 feet

in elevation. Note how Homestead base protrudes well southeast of the NE-SW trend of the 5' contour. See sections on 'Topography and Elevation', 'Base Level and Incorporating Historical Sea Level Rise', and 'Storm Surge' for discussion.

For example, in the water resources sections of the Draft SEIS are some figures (3.10-3, -4) that have elevations. It says that they are referenced to MSL (mean sea level). It does not state what that MSL is referenced to. This makes it difficult to put this on a map in the real world in the year 2000. Was this MSL with respect to NGVD 1927, 1929, to some period in the 1974-1982 period, to 1999 when the report was prepared, or what? This is not a trivial deficiency. Since about 1932, there has been about a 0.7 foot relative rise in sea level in the south Florida area (see Figure 2)!

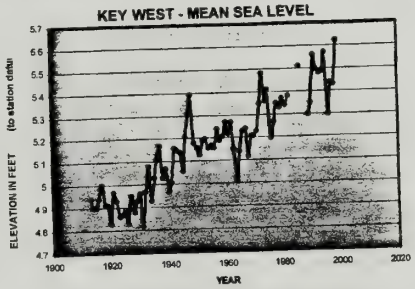

Figure 2. Key West tide-gauge record showing increase in rate of sea level rise beginning about 1929. Curve is similar to that of Miami but longer. There has been a 0.7-foot relative rise in sea level in the past 70 years (data from NOAA/NOS).

There is no recognition in the SEIS that ocean level has significantly changed since 1929. Zero (0.0') is normally referenced to NGVD 1927 or 1929, which is mean lower low water (MLLW) as it was back then. In 1974, 1982, or 1999, MLLW or MSL is very different. With respect to NGVD 1927 or 1929, today's MLLW is about +0.7'. Similarly MSL in 1974 was about 0.4' lower than today. In the SEIS, sea level has been treated as a constant. It is not!

Since 1932 there has been 0.7' rise of sea level in south Florida as recorded by tide gauges. The SEIS does not appear to discuss this; nor does it adjust sea levels to today's reality. This means that the 5-foot sea level contour on USGS topographic maps is really not 5' but only about 4.3'. It means that all the hydraulic calculations, the storm surge calculations, levels reached by various rainfall events, and so on are wrong unless they were done with respect to 1999 sea level. It means that the maps of wetland habitat and other features are wrong unless they were done in the late 1990s, because there have been major shifts in the habitats in response to this post-1932 rapid rise in sea level.

INCORPORATION OF FORECASTS FOR FUTURE RISES IN SEA LEVEL

The federal government itself (e.g., EPA 1997) forecasts a further 0.5-3.2 feet rise in relative sea level for south Florida over the next century. But the SEIS never mentions, let alone uses, this critical environmental change in analysis pertaining to future years. It is intolerable that rising sea level is ignored by the federal government in providing planning guidance for future public/private enterprise, including at a federal facility. Further, a long-expected academic/governmental report in final stages of publication concerning global warming will recommend that all projects in the coastal zone (such as this) carefully evaluate how future rises in sea level will affect proposed projects (Dr. Donald Bosch heads the panel assessing global warming's effects on the U.S. coastline). In evaluation of the future land use for the Homestead base site, the agencies responsible for the SEIS must become aware of the forecasts for sea level rise, and must incorporate them and their implications into the SEIS.

RAINFALL DATA

The rainfall data is given in the SEIS as follows: *"According to revised 1987 maps developed by the Federal Emergency Management Agency (FEMA), the eastern end of former Homestead AFB would be flooded during the 100 year flood (USAF 1994a). The flood boundary runs north-south and extends through the middle of the runway. Most of the area west of this line would form part of an island, bounded on the west and south by the former base boundary and on the north by Princeton Canal. During this severe flooding, stormwater from the former base would be discharged directly into the surrounding flood waters. Runoff for the 10 year, 25 year, and 100 year floods were estimated using the Natural Resource Conservation Service curve number method. Peak flows for the 10 year, 24 hour storm range from 520 cfs to 710 cfs. Runoff hydrographs were calculated for both 24 hour and 72 hour storms for each storm return period (10 year, 25 year, and 100 year). The precipitation magnitudes for each case, based on Natural Resources Conservation Service Type III storms, are shown in Table 3.10-1.*

Table 3.10-1. Estimates of Former Homestead AFB Storms

Storm Return Period (years)	24 hour (inches)	72 hour (inches)
10	7.5	10.2
25	9.0	12.2
100	11.0	14.9

(Source: **PBS&J 1998**a)

These estimates are too low, which obviously has tremendous implications for determining stormwater impacts. For example, one of two expert federal agencies, FEMA, states: "During landfall, a hurricane rainfall of 10-15 inches is common. Obviously, if the storm is large and slowly moving – less than 10 mph – the rainfall amounts from a well-organized storm are likely to be even more excessive." (http://www.fema.gov/hs97/hurthrt.htm). As hurricanes affect an area of south Florida on the average of once every 7.5 years, and as tropical storms (such as Irene) are much more frequent, these rainfall numbers are low. Irene is a case in point.

The second expert federal agency, NOAA, documents that, as Hurricane Irene moved north across south Florida as a tropical storm on October 15, 1999, there were 'torrential rains. . .with accumulations of 10-20 inches. . .and winds to tropical storm force were experienced over mainland Florida. . .with hurricane force winds confined to squalls off the Florida east coast' (http://www. nhc.noaa. gov/text/ MIATWSAT_ oct. html). NOAA further documents that at 'Homestead AF' there was **14.57"** of rain dropped by the Irene (http://WWW.nhc.noaa.gov/1999irene.html)! Elsewhere in south Florida, Irene dropped 17.45" of rain.

This 14.57" of rain was not a 72-hour rainfall. And very clearly, Irene was just last year's storm – not a 100-year storm.

In addition, local rainfall from afternoon convection storms does, on occasion, produce 10-15 inches of rainfall (my observation from living here since 1964).

The numbers that are being used in the Draft SEIS for the 10, 25 and 100 year rainfall events are frightfully low. Not only do they make the stormwater calculations invalid but they – if depended upon – will unnecessarily put citizens and future development at risk.

Further, the SEIS does not recognize that Irene-type storms commonly occur in already very rainy seasons. This also happened in 1947 and 1948. If it has already been a rainy year, the groundwater levels are high before the rainfall event.

Finally, the Draft SEIS makes another serious omission by failing to recognize that wet hurricanes with winds from the SW, W and NW may push water from the inland Everglades and natural swales in the coastal ridge eastward into the Homestead base area from the northwest (up drainage), and that water levels will increase after the storm in (or at least adjacent to) the area in question. In addition, adjacent Biscayne Bay will also have elevated water levels. FEMA has produced maps for inland flooding that should have been – but were not – used by the authors of the SEIS.

STORM SURGE

It is never made clear in the draft SEIS what base level they are using when they talk about a 5-foot storm surge. One would have to assume that the 5-foot storm surge is above whatever ocean level is present at the time of the storm surge. In that case, a 5-foot storm surge will most always be a lot higher than the 5' contour on the USGS topographic maps. Remember that MLLW is not 0.0 anymore but is +0.7'. Even if the storm surge hit a MLLW in 2000, it will be a surge to +5.7'. Of course, it probably won't hit at MLLW, so it will be up to +2.5 feet higher (+8.2'). In addition, the mean monthly sea level for the key hurricane months (September and October) is commonly 10-30 cm (4-12") higher than mean annual sea level. Thus a 5' storm surge could well reach +9.2'. Again, the Draft SEIS, if followed, would seriously endanger life and property. I also do not believe that the +5' surge is valid. In that event, in low areas that are at the mouth of potential surge sluiceways from the west (as the former Homestead Air Force Base site is), there may be as great or greater danger for freshwater surge from the west and northwest.

VEGETATION COVER

The Draft SEIS map of the 'Land Cover Types In The ROI' was prepared in 1988. Since that date, there has been a significant rise in sea level, which, in turn has resulted in significant shifts landward of wetland communities.

It is critical to evaluate the lateral (landward) shift in wetland communities that is and will be occurring in the area east of the Homestead base. The landward margin of the mangroves is advancing further landward, or has the potential to. The problem in the area east of the former Homestead Air Force Base is that the area was in agriculture until the soils became too saline. When the fields were abandoned, salt-tolerant wetland exotics (red in SEIS Figure 3.11-2) moved in and have blocked the natural establishment of saline wetland and adjacent freshwater wetland communities that should be expanding landward with rising base level. Notice how the mangrove community is abuts the exotics in SEIS Figure 3.11-2 (FIGURE 3 in this report).

A related concern is that the levees along shore-parallel and shore-perpendicular artificial canals (to the ease of Homestead base) are inhibiting the landward migration of coastal wetlands that should be occurring. Since 1932 there has been 0.7' rise of sea level in south Florida as recorded by tide gauges. The SEIS does not appear to discuss

this; nor does it adjust sea levels to today's reality. This means that the 5-foot sea level contour on USGS topographic maps is really not 5' but only about 4.3'. It means that all the hydraulic calculations, the storm surge calculations, levels reached by various rainfall events, and so on are wrong unless they were done with respect to 1999 sea level. It means that the maps of wetland habitat and other features are wrong unless they were done in the late 1990s, because there have been major shifts in the habitats in response to this post-1932 rapid rise in sea level.

Biscayne National Park, it should be of the highest priority to assure that this coastal wetland can maintain itself in a healthy manner in response to the significant rise in sea level that we have had since 1929. This mangrove coastline was decimated by Hurricane Andrew (1992) and, though struggling to recover, underwent a significant step landward as a result of that storm.

With restoration of the damaged vegetation environments ('exotic vegetation' in FIGURE 3) to the east of Homestead base, the Biscayne Bay wetland communities will extend nearly to the margin of the Homestead base. Then the Biscayne Bay environments are not several miles away (as is repeatedly stated in the draft SEIS) but at the doorstep of Homestead base (Figure 3).

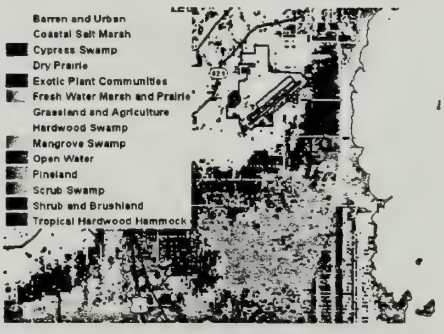

FIGURE 3. Exotic plant communities to the east of Homestead base grew as former agriculture fields became too saline for agriculture. Most of the area would now be wetland if restored. Map from Draft SEIS.

The wetland communities in and east of the Homestead base must also be considered in relation to anticipated rise of sea level for the next century. This has not been done. With even part of the forecast future rise of sea level, wetlands will wish to use the space taken by the previous development of the Homestead base and any future developments permitted in association with the current initiative. This forecast wetland distribution must be clearly documented and evaluated.

FUTURE DEVELOPMENT

In looking at the map in FIGURE 1, it is difficult to see where a second runway would be placed without impinging on wetlands or areas that will become wetlands in the next 50 years. It is also not clear where the buildout development of off site industries will be placed -- or if there is sufficient space for them. In considering the permitting of a private development, it is critical to consider whether there is the upland sufficient to make this private venture a financial success. This has not been done, and it looks doubtful that, even if this project were to be approved, that there is sufficient area for the needed future development to make the site a viable venture. The whole necessary project must be evaluated now. That is only fair to those who would invest money into its success.

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Respectfully submitted,

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PUBLICATIONS

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Wanless, H.R., Tedesco, L.P., Rossinsky, V., Jr., and Dravis, J.J. Carbonate Environments and Sequences of Caicos Platform with an Introductory Evaluation of South Florida. Am. Geophysical Union, 28th Internatl. Geol. Congress Field Trip Guidebook T374, 75 p.

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"The Interaction of Hurricanes Events and Sea Level in the Dynamics and Evolution of Tropical Coastal and Shallow Marine Environments" NOAA/Office of Atmospheric Research, Senior Research Council Meeting and Symposium on Hurricane Research, Miami, FL. February 8, 2000.

Accepted
Wanless, H.R., and Tedesco, L.P., "Storm Events as Initiators of Coastal Evolution in Times of Rising Sea Level" The Coastal Society 17th Conference - Coasts at the Millennium Session on "Temporal and Spacial Scaling in Coastal Science Insights into Natural and Anthropogenic Processes" Corvallis, OR

Book Reviews

1980 The North-West European Shelf Seas: The Sea Bed and the Sea in Motion. I. Geology and Sedimentology. (F.T. Banner, and M.B. Collins, and K.S. Massie, Eds.), Bull. Mar Sci., 30(3) 746

1981 Barrier Islands from the Gulf of St. Lawrence to the Gulf of Mexico (S.P. Leatherman, Ed.), Academic Press, New York.

1983 "Tempestites", review of Cyclic and Event Stratification, 1980, G. Einsele and A. Seilacher, Eds., Science, v. 220, #4564: 296-297

1987 An Introduction to Carbonate Sediments and Rocks (Terence P. Scoffin), Bull. Mar. Sci. 41(3): 909-910.

19 **Other Works Accepted for Publication:**

Refereed Articles Accepted and in Press:
Tedesco, L.P., and Wanless, H.R. Fabric selective dolomitization and porosity enhancement in fine-grained shelf and bank facies. Proceedings of the International Symposium on the Exploration and Development of Low Permeability Oil and Gas Reservoirs, Xian China [12 msp., 12 figs., in english and chinese]

Wanless, H.R. Porosity and permeability destruction and enhancement in limestones

during burial and tectonic stresses. Proceedings of the International Symposium on the Exploration and Development of Low Permeability Oil and Gas Reservoirs, Xian, China [19 msp., 15 figs.; in english and chinese].

PROFESSIONAL

20 **Funded Research Performed**, H.R. Wanless, Principal Investigator (Since 1978):

Role and Record of Storms on Sedimentation in Subtropical Lagoons, National Science Foundation (Geology), 1978-1980.

Pressure Solution and Dolomitization, National Science Foundation (Geology), 1978-1980.

Sedimentation History of Loxahatchee River Estuary, Florida. U.S.G.S., 1981-1982.

Sources and Circulation of Turbidity in Biscayne Bay, Florida. Dade County, 1982-1984

Sources and Circulation of Turbidity in Biscayne Bay, Florida. Sea Grant, 1982-1984

Limestone Diagenesis and Porosity Modification Associated with Exposure Surfaces: Influence of Climate, Depositional Fabric and Topography, Exxon Production Research Co., Tenneco Oil Co., and Union Oil of California, 1985-1986.

Effect of Hurricane Kate on Carbonate Sedimentation, Caicos Platform, B.W.I. National Science Foundation (Surficial Processes) 1986.

Carbonate Mud Mound Facies Evolution Champlain Oil, 1987.

Carbonate Facies on Caicos Platform. Union Oil of Calif., and ARCO, 1987, 1988 and 1989

Facies Generation, Transformation and Destruction by Repetitive Excavation and Infilling of Burrow Networks, National Science Foundation, 1990-1991.

Carbonate Facies and Shallow Seismic Signature on Caicos Platform. Texaco, BP and UNICAL, 1991.

Dynamics and Historical Evolution of the Mangrove/Marsh Fringe, Soputhwest Florida, in Response to Sea-level History, Biogenic Processes, Storm Influences, and Climatic Fluctuations. Department of Interior, National Park Service, June, 1992 to June, 1996.

Post-Hurricane Sediment Redistribution and Benthic Community Response and Evolution within Biscayne Bay, the Coral Reef Platform and the Southwest Florida Coast. Department of Interior, National Park Service, November 1993 to October 1996.

Sediment Dynamics and Substrate Characterization Legare Anchorage, Mid-Reef-Tract Shelf, Biscayne National Park. National Park Service, April 1995 to December 1995.

Historical Changes in the Coastal and Shallow Marine Environments in and Proximal to Florida Bay, Florida: a Retrospective analysis using sedimentologic parameters Department of Commerce, National Oceanic and Atmospheric Administration, April 1994 to June 2001.

Project SUCCEED: School University Community Coalition for Excellence in Education. Co-geology leader, working with members of Biology, Chemistry and Physics to develop an integrated curriculum for middle school science and for undergraduate education majors. U.S. Department of Education (5 years: 2000-2004)

21 **Editorial Responsibilities:**
Reviewer for numerous journals

Co-Chair Biscayne Bay Initiative Science Survey Team, responsible for preparation of Synthesis, critical issues and recommendation to the Florida Legislature, 1999-2000.

22 **Professional and Honorary Organizations:**
Society of Economic Paleontologists and Mineralogists
International Association of Sedimentologists
Gulf Coast Section; Society of Economic Paleontologists and Mineralogists
Geological Society of America
Board of Directors. The Conservancy, Inc. (Collier County) (1983-1987)
Miami Geological Society

23. **Honors and Awards:**
1976 American Association of Petroleum Geologists General Chairman's Award for Best Paper in Poster Session at 61st Annual Meeting in New Orleans

1980 Best paper for 1979 in Journal of Sedimentary Petrology. ("Limestone Response to Stress: Pressure Solution and Dolomitization") from the Society of Economic Paleontologists and Mineralogists. Presented at May 1981, San Francisco Mtg

1986 Society of Economic Paleontologists Mineralogists Excellence of Presentation: AAPG-SEPM Annual National Meeting, Atlanta. "Burrow-Generated False Facies and Phantom Sequences." Presented at June 1987, Los Angeles Mtg

1993 Awarded Undergraduate Course Enhancement Grant, College of Arts and Sciences. University of Miami.

24 **Post-Doctoral fellowships:** NONE

25 **Other Professional Activities** - Invited Lectures (see #18 for papers presented at scientific meetings and symposiums)

Sediment Diagenesis, a NATO Advanced Study Institute at Reading University, U.K., 12-25 July, 1981. Specific Topic "Late Stage Diagenesis in Carbonates"

"Dynamics of Carbonate Sedimentation in Florida Bay". Invited lecture at Univ. of South Florida, October, 1981.

"Modern Carbonate Sedimentation and Early Diagenesis". Invited lecture and field study, University of Kansas, March, 1982.

"Sea Level Rise Evidence and Implications". TV Channel 17, Miami, March, 1982

"Sea Level Rise: Evidence and Implications" Invited Lecturer at Florida Department of Environmental Regulation, Tallahassee, Florida, March, 1982

"How Biscayne Bay Works". Invited Lecturer and Techn Coordinator. October, 1982. RSMAS and Dade County sponsor

Invited Lecture series, University of Tubingen, West Germany, I. "Pressure Dissolution", II "Facies Reconstruction of the Cambrian of Grand Canyon". November, 1983.

"Styles of Pressure Dissolution", Abu Dhabi Reservoir Research Foundation, Abu Dhabi, U.A.E., November, 1983

"Understanding and Managing Florida's Estuaries", Keynote speaker at St. Lucie Estuary Coordinating Conference, Jensen Beach, FL, March, 1984.

"Biscayne Bay Problems and Solutions". Baynanza Symposium RSMAS, October, 1984.

"Environmental Implications of Sea Level Rise". The Conservancy, January, 1985.

"Storm Sedimentation and Burrow Dynamics". Department of Geology, Cambridge University, February, 1986.

"Coastal Dynamics and Trends: A Necessary Background for Beach and Shore Management". Keynote speaker, 1986 Coastal Management Conference-Florida's

Coastal Future: The Challenge Remains. State of Florida. Department of Environmental Regulation, Miami Beach, September, 1986

"The Geology of Hurricanes", Distinguished Lecture Series, in celebration of the 60th Anniversary of the University of Miami, October, 1986.

"Hurricanes and Sea Level Rise; Effect on Coastal Environments". Fairchild Tropical Gardens, Annual Mtg. Native Plant Society, October, 1986.

"Influence of Sea Level Rise on Coastal Mangrove Communities". Naples City Council. December, 1986

"Biogenic Facies Destruction, Modification and Generation", Champlain Oil Co., Denver, June, 1987

"Will Our Rising Sea Level Cause Disaster in South Florida?" American Littoral Society, South Florida Chapter, Key Biscayne, Florida. March 1988.

Evolution of Coastal Environments in Response to Increased Rate of Sea Level Rise", Admirals of the Fleet of Florida, October, 1988

"The Role of Excavating Burrowers in Generating, Transforming and Destroying Sedimentary Facies", Kansas Geological Survey and University of Kansas, October, 1988.

Invited Lecture series, National Taiwan University, Taipei, Republic of China, I. "New Models of Carbonate Plateform Sedimentation", II. "Burrow Generation and Modification of Sedimentary Facies", March, 1990.

Invited Lectures series, East China Petroleum University of Beijing, Peoples Republic of China, I "New Models of Carbonate Platform Sedimentations"; II. "New Models of Ooid Sedimentation"; III. "Carbonate Reefs and Leeward Margin Evolution"; IV. "New Models of Carbonate Tidal Flat Sedimentation"; V. "Seagrass/Crinoid Influence on Sedimentation"; VI. "Origin and Growth of Modern Carbonate Mud Mounds". VII. "Porosity Evolution During Karst and Calcrete Development"; VIII. "Holocene Evaporite and Dolomite Sedimentation"; IX. "Cambrian Cyclic Sedimentation"; X. "Pressure Dissolution and Dolomitization in Carbonate Rocks", April, 1990.
"New Models of Carbonate Platform Sedimentation", Chengdu College of Geology. Chengdu, Sichuan, Peoples Republic of China, April, 1990

Invited Lectures series, Changying Petroleum Exploration Gen. Co. of China National Petroleum Corp., Qinayang, Gansu, Peoples Republic of China; I. "New Models for Ooid Sedimentation", II. "Reefs and Leeward Margin Evolutions"; III. "Carbonate Tidal

Flat and Evaporite sedimentation and Holocene Dolomitization"; IV. "Origin and Facies Development of Modern Carbonate Mud Mounds"; V. "Porosity Evolution During Karst and Calcrete Development"; VI. "Pressure Dissolution and Dolomitization in Carbonate rocks", April, 1990

Invited Lectures series, East China Petroleum University at Dangyang, Shengdong, Peoples Republic of China, I. "New Models of Ooid Sedimentation"; II. "Reefs and Leeward Margins Evolution of Carbonate Platforms"; III. "Carbonate Tidal Flat Sedimentation"; IV. "Origin and Facies Development of Modern Carbonate Mud Mounds"; V. "Pressure Dissolution and Dolomitization in Carbonate Rocks", April, 1990

"Observations of Changing Sea Levels and Storms on Coastal Environments", Astronaut Office Colloquim on Earth: a Changing Planet, Johnson Space Center, Houston, Texas, July 25, 1990

"New Models of Carbonate Platform Sedimentation" Royal Dutch Shell, Den Hague, The Netherlands, August 1990.

"New Models of Carbonate Platform Sedimentation". British Petroleum, London, August, 1990.

"Biscayne Bay's Response to Urbanization and Rising Sea Level", Baynanza 90 and Sierra Club, Miami, FL, Oct., 1990.

"Sea Level and Hurricanes. Their Effects on Our Coastal Environments" RSMAS School Council Staff Seminar Series, December, 1990

"Porosity and Permeability destruction and Enhancement in Limestones during Burial and Tectonic Stresses." International Symposium on the Exploration and Development of Low Permeability Oil and Gas Reservoirs, Xian, China, May, 1991.

"Differentiating Porosity Development Resulting from Karst Versus Late-stage burial Dissolution in Limestones". Changying Petroleum Exploration Co. of China National Petroleum Corp., Qinayang, Gansu, China, June, 1991.

"Origin and Evolution of Holocene Sedimentary Environments in Florida Bay". Indiana University Purdue University at Indianapolis, Indiana, November, 1991.

"Plio-Pleistocene stratigraphy of Caicos Platform based on high-resolution Seismic profiles and core borings." Texaco Research and Exploration, Houston, February, 1992

"Recommendations for the Future Management of Key Biscayne's Beaches and

Coastline." Village of Key Biscayne Public Lecture Series in Conjunction With Master Plan Development, April 1992.

"Hurricane Andrew: the Geological Implications." Special evening symposium at the 1992 Annual Meeting of the Geological Society of America, Cincinnati. Organizer and one of four speakers.

"Physical and Biological Effects of Hurricane Andrew: a Summary. Hurricane Andrew Session of the 1992 Symposium on Florida Keys Regional Ecosystem. NOAA and University of Miami, RSMAS Conveners, Miami, November, 1992.

"Hurricane Andrew: the Short and Long Term Impacts." Sigma XI Lecture series, Tallahassee, April 1993.

"The Impact of Hurricane Andrew on the Terrestrial, Wetland, Coastal and Shallow Marine Environments of Florida" Environmental Lecture Series, The Conservancy, Inc., Naples, FL; February, 1994

"Sea Level Rise and Mangrove Forests" Department of Environmental Protection Coastal Zone Resource Management Workshop, Rookery Bay National Estuarine Research Reserve, Naples, FL; February, 1994.

"Coastal changes resulting form Hurricanes and Global Warming" NOVA University, September, 1995

"Geology of Western Cuba" Miami Geological Society, September, 1995

"How Hurricanes and Sea-Level Rise Are Changing Our Coastal Environments" Science Expo '95, Univ. Miami, September, 1995

"Land from the Sea: the Geological Origins of south Florida," Lecture #2 of the Miami Centennial Celebration Lecture Series, January, 1996.

Past and Future Sea-Level Rise

"The Geologic Wonders of Newfoundland," Miami Geological Society, February, 1997

"Hurricanes and Sea-Level Rise: Effectors of Coastal Evolution," Florida Tech. Melbourne, FL, February, 1997.

"Anticipated Sea Level Change and Effects" and Panelist at 'Impacts of Climate Change in South Florida's Growing Urban Area' a regional teleconference in conjunction with 'President Clinton Speaks Out on Climate Change', Florida international Univeristy,

October, 1997

"Beach Dynamics and Coastal response to Sea Level Rise and Hurricane Events." Rookery Bay National Estuarine Research Reserve, November, 1997

"Geological History, Evolution of Modern Environments and Processes Controlling the Coastal Systems of Southwest Florida". A lecture and field seminar for Faculty of the Keck Consortium of Undergraduate Geoscience Departments Naples, FL January 7-10, 1998.

"Mud Banks of South Florida: Stratification Type and the Contained Paleoenvironmental Record." Workshop on Paleoecology and Ecosystem History of Florida Bay and the Lower Everglades. Sponsored by the Florida bay Program Management Committee. Key Largo, January, 1998.

"A Summary and Perspective on What We Know and need to Know" Workshop on Paleoecology and Ecosystem History pf Florida Bay and the Lower Everglades Sponsored by the Florida bay Program Management Committee. Key Largo, January, 1998

(poster) Stratification types of Florida Bay Workshop on Paleoecology and Ecosystem History pf Florida Bay and the Lower Everglades. Sponsored by the Florida bay Program Management Committee. Key Largo, January, 1998

"Natural and Geological Wonders of Newfoundland." Miami Geological Society, February 28, 1998

"Geological Influences on the Big Cypress Basin." Workshop II of hte Big Cypress Basin Science Plan Steering Committee, Department of Environmental Protection. February 26, 1998.

"The Imact on Florida of Global Warming." 1st Orlando Earth Day Symposium, sponsored by Orange County Medical Society Environmental Committee., Orlando Regional Medical Center, April 25, 1998

"The Geologic Dynamics of Everglades National Park." Everglades National Park Interpreter's Training Workshop. January, 1999.

"Life as a Geoscientist." Centennial Middle School, Miami-Dade County, April, 1999

"The Future of South Florida." Friends of the Everglades, April 1999

"South Florida in the Face Of Global Warming." Miami Marine Council. Coral Gables,

FL, May, 1999

"Sea Level Rise Adaptation Options for South Florida." Environmental Protection Agency Conference: *Climate Change: What Does It Mean for South Florida?* Miami, FL. May 26, 1999.

"Sea Level Rise Adaptation for the Florida Keys." Environmental Protection Agency Conference *Climate Change What Does It Mean for the Florida Keys?* Marathon FL, May 27, 1999.

"Harold Rollin Wanless – a Son's View." 8th International Carboniferous Congress, Session on Cyclothems dedicated to Harold R. Wanless. Calgary, Alberta, Canada, August 18, 1999

"The origin and dynamics of intertidal sand and mud flats." Rookery Bay National Marine Estuarine Reserve Conference on biodiversity of intertidal environments, Naples, FL, November 1999

"South Florida Environments in the Face of Rising Sea Level." Sierra Club, Miami Chapter, Coral Gables, FL, November, 1999.

"South Florida-- the Next 100 Years." South Florida Audubon Society, January, 2000

"Evolution of Biscayne Bay -- Past and Future." Biscayne Bay Partnership Initiative, Science Survey Team Working Session. Miami, FL, January 28, 2000

TEACHING

26a. **Courses Taught:**

ENS 103-104 - Environmental Issues of South Florida
Taught 1996, Spring 1998, Spring 1999.

ENS 492 - Field Study in Environmental Science
Taught: Spring 2000

FNS 180 - Evidence for and Societal Implication of Global Change (Freshman Seminar)
Taught 1991, 1992.

GSC 100 – Marine Geology of South Florida, part of Summer Scholar Program for High School Students
Taught. Summer of 1998, 1999.

GSC 110 - Physical Marine Geology (A dual enrollment course taught at MAST

Academy,
Dade County Public Schools)
Taught: 1993, 1996.

GSC 120 - Environmental Geology
Taught Spring 1993, Fall 1993, Fall, 1994, Fall 1995, Spring 1996, Fall, 1996, Spring 1997, Fall 1997, Fall 1998, Fall 1999.

GSC 160 - Historical Geology: Taught Spring 1993.

GSC 230 - Reef Systems through Time: Taught Spring 1998, 1999, 2000.

GSC 231 - Field Study of Reef Systems Through Time
Taught: Spring Break 2000

GSC 350 - Stratigraphy: Taught: 1992, 1994, 1995, 1996, 1997, 1998.
GSC 360 - Depositional Systems: Taught: Spring 1999, 2000.

GSC 450 - Sedimentology
Taught. 1988, 1989, 1990, 1992, 1993, 1994, 1995, 1996, 1997, 1998.

GSC 482 (was 596) - Field Methods and Mapping
Taught. 1994, 1995, 1996, 1997, 1999, 2000.

GSC 574 - Geology Summer Field Course
Taught. 1994, 1995, 1996, 1997, 1999.

MGG 511 - Sedimentation
Taught: 1972-1991.

MGG 541 - Field Evaluation of Fossil Platforms, Margins and Basins
Taught: 1978, 1980, 1981, 1984, 1985, 1986, 1987, 1988, 1991.

MGG 558 - Geology of Florida
Taught: Fall 1979, 1982, 1983, 1985, 1986.

MGG 584, 585 - Geology of Tropical Marine Environments
Taught: Summer 1979.

MGG 672 - Basin Analysis (with others)
Taught: 1979.

MGG 683 - Sediment Diagenesis

Taught. 1977, 1982, 1984, 1987, 1989.

MGG 684 - Environments of South Florida
Taught. 1981, 1984.

MGG 685 - Sediment Dynamics
Taught: 1981, 1983, 1984, 1985

MGG 687 - Substrate Influence on Benthic Communities
Taught: 1977, 1987.

MAST Academy - Marine Geology 1996-1997.

27. **Thesis and Dissertation Advising:**

Major Advisor for the Following Undergraduate Senior Thesis:

1997 Rodebaugh, Amy Diatom Assemblages in a 100-Year Sediment Record from Whitewater Bay, South Florida.

1999 Kathrine A. Banner Internal Architecture of Archaeocyathid Bioherms, Labrador, Canada,
64p.

1999 Andrew Zachary Krug. Environmental Zonations Within a Platform Margin Reef, Lower Head, Newfoundland.

Major Advisor of the Following Masters of Science Theses:

1976 Barron, Eric J. Suspended Sedimentation Processes, Marco Island, Florida. M.S. Thesis, University of Miami, 182p.

1976 Warzeski, E. Robert. Growth History and Sedimentary Dynamics of Caesar's Creek Bank. M.S. Thesis, University of Miami, 195p.

1977 Dravis, Jeffrey J. Holocene Sedimentary Depositional Environments on Eleuthera Bank, Bahamas. M.S. Thesis, University of Miami, 386p.

1978 Bohlke, Brenda. Clay Fabric and Geotechnical Properties Associated with Crust Zones in the Mississippi Prodelta Deposits. M.S. Thesis, University of Miami, 95p.

1979 Harlem, Peter. Aerial Photographic Interpretation of the Historical Changes in North Biscayne Bay, Florida: 1925-1976. M.S. Thesis, University of Miami, 152p.

1983 Craig, Genevieve. Holocene Carbonate Sedimentation in a Pleistocene Depression Adjacent to Key Largo M.S. Thesis, University of Miami, 120p.

1984 Burton, Elizabeth Ann X-ray Diffraction of Natural High and Low Mg Calcites M.S. Thesis, University of Miami, 148p

Rossinsky, Victor, Jr Sedimentation and Holocene History in the Loxahatchee River Estuary, Jupiter, Florida M.S. Thesis, University of Miami, 247p

1988 Waltz, Michael D The Evolution of Shallowing-Upwards Reef to Oolite Sequences at the Leeward Margin of Caicos Platform, B.W.I M.S. Thesis, University of Miami, 98p.

1989 Tagett, Mathew G Stratigraphy, Nucleation and Dynamic Growth History of a Holocene Mudbank Complex, Dildo Key Mudbank, Western Florida Bay. M.S. Thesis, University of Miami, 210p

1990 Huang, Holan Holocene environmental history in a marginal marine area of the Everglades of south Florida M.S. Thesis, University of Miami, 131p

1991 Emerson, James D. Surficial Carbonate Facies of the Caicos Platform, British West Indies M.S. Thesis, University of Miami, 183p

1993 Frederick, Bruce The Development of the Holocene Stratigraphic Sequence Within the Broad-Lostman's River Region, Southwest Florida Coast, M.S Thesis, University of Miami, 175p

1995 Bischof, Barberel Aerial Photographic Analysis of Coastal and Estuarine Mangrove System Dynamics of the Everglades National Park, Florida, in Response to Hurricanes Implications for the Continuing Sea-level Rise. M.S. Thesis, University of Miami. 135p Plus Figures

1996 Gelsanliter, Sarah. Holocene Stratigraphy of the Chatham River Regoin. Southwest Florida, with a Reevaluation of the Late Holocene Sea-level Curve, M.S. Thesis, University of Miami, 182p.

In progress. Brian Michaels

Major Advisor for the following Ph.D Dissertations

1981 Nelson, Terry The Nature of the General and Mass Sedimentary Processes on the Outer Shelf, Slope and Upper Rise, Northeast of Wilmington Canyon. Ph.D. Dissertation,

University of Miami, 303p

1982 Perlmutter, Martin The Role and Recognition of Storm Deposits in the Subtidal Sediments of the Ten Thousand Islands, southwest Florida. Ph.D. Dissertation, University of Miami, 230p

1984 Figueiredo, Alberto G., Jr. Submarine Sand Ridges. Geology and Development, New Jersey, U.S.A. Ph.D. Dissertation, University of Miami, 408p.

1987 Dominguez, Jose M.L Quaternary Sealevel Changes and the Depositional Architecture of Beach-Ridge Strandplains Along the East Coast of Brazil. Ph.D. Dissertation, University of Miami, 288p

1987 Meeder, John F A Depositional Model of the Tamiami Formation of Southwestern Florida Ph.D Dissertation, University of Miami, v 1, 435p., v 2, -748p

1987 Parkinson, Randall. Holocene Sedimentation and Coastal Response to Rising Sea Level Along Subtropical Low Energy Coast, Ten Thousand Islands, Southwest Florida Ph.D Dissertation, University of Miami, 224p.

1989 Cottrell, Daniel J. Holocene Evolution of the Coast and Nearshore Islands, Northeast Florida Bay, Florida. Ph.D. Dissertation, University of Miami, 194p.

1990 Rossinsky, Victor Jr. Topographic, Vegetative and Climatic Controls on the Petrography and Geochemistry of Calcretes in the Bahamas and South Florida. Ph.D. Dissertation, University of Miami, 228p.

1991 Tedesco, Lenore P. Generation of Carbonate Fabrics and Facies by Repetitive Excavation and Infilling of Burrow Networks in Recent and Ancient Sequences. Ph.D. Dissertation, University of Miami, 434p.

1993 Briggs, Kevin B. High-frequency Acoustic Scattering from Sediment Interface Roughness and Volume Unhomogeneities. Ph.D. Dissertation, University of Miami, 143 p

1998 Risi, J. Andrew Event Sedimentation from Hurricane Andrew Along the Southwest Florida Coast. Ph.D. Dissertation, University of Miami, 198 p.

Member of Advisory Committee for the following graduate students:

Completed: Shirley Pomponi, Mark Palmer, James Rine, Mohammed Almasi, David

Beach, Bernard Pierson, Zelinda Leao, Bill Corso, Charles Evans, Sue Markley, Stuart Williams, Sach Prasad, Pamela Ried, Charles Evans, Michael Westphall, Jorge Jiminez, Kathy Browne, Joshua Feingold, Michael Grammar, David Obdura. Carrie Kievman, Ken Lindeman, Symma Finn,
In progress: Tony Poirez.

SERVICE

28. **University Committee and Administrative Responsibilities:**

RSMAS School Council 1984-1987

MGG Academic Committee 1990-1992

Chariman Search Committee for Paleoecologist, GSC 1993

Tenure Review Committee, College of Arts and Sciences, 1993-1996

Search Committee for Dean, School of Arts and Sciences, 1996-1997

Senate Committee on Rank, Salary and Terms of Employment 1997-1999

Chair, Department of Geological Sciences, September 1998-.

29 **Community Activities:**
Scoutmaster of Troop 322, Key Biscayne, Boy Scouts of America 1979-1987 and 1995-present

Member of Technical Advisory Committee to EPA and Munisport Dump Coalition on Munisport Toxic Waste Dump: 1989-present.

Advisor to Key Biscayne Council and Village of Key Biscayne on shore management: 1989-1992 Member Technical Advisory Task Force on Beach Management: 1995-termination of Task Force in 1998 (including preparation of guidelines for future beach renourishment activities in 1998).

Scientific advisor to the City of Naples, Florida: on beach, lagoons and wetland management. 1978 and 1989-1990.

Judge at elementary, middle and high school science fair competitions: 1965-1995

Advisor on Post-Hurricane Resource Inventory and Recovery Strategy to Everglades National Park, Biscayne National Park, Cape Florida Park, Dade County Parks, and coastal citizen groups and individuals.

Technical Advisor to South Florida Water Management District: 1997-.

Mentor to Miami-Dade County High School Interns (two of which have achieved semifinalist in Westinghouse Science Talent Search), 1993-present.

Scientific Advisor, City of Miami Police, Homicide Division; Miami-Dade County, Major Crimes Unit; 1998-present

Co-Chair Biscayne Bay Initiative Science Survey Team, 1999-present. Coordination of science synthesis, issues, and recommendations to State of Florida Legislature.

Exhibit F

MEMORANDUM

To: Bradford H. Sewell, NRDC, via e-mail: bsewell@NRDC.org

From: Brian E. Lapointe, Ph.D., Division of Marine Science, Harbor Branch Oceanographic Institution, 5600 US 1 North, Ft. Pierce, FL 34946;

561-465-2400 ext 276; lapointe@ HBOI.edu or lapointe@gate.net

Re: Review of water resources-related sections of the December 1999 Draft Homestead SEIS (DSEIS)

Date: March 6, 2000

This review focuses on the impacts of pollutant loadings, particularly nutrients, associated with the Proposed Action on the flora and fauna of Biscayne National Park (BNP) and adjacent waters of the Florida Keys National Marine Sanctuary (FKNMS). In Scenario 1, I assume that the conclusions and assumptions of the DSEIS concerning volumes of pollutant loadings are accurate. I want to stress, however, that I do not believe such conclusions and assumptions to be correct and in Scenario 2, I provide what I believe to be a more realistic characterization of anticipated impacts from the Proposed Action. For both Scenarios, the impacts of the Proposed Action on the flora and fauna of BNP and the FKNMS will be highly detrimental.

Scenario 1. DSEIS Predictions. From the proposed airport and associated development, nutrient inputs from canal flows are estimated to increase 1.6 - 1.7 % over 2000 levels (Table 4.10-5 and 4.10-6). Based on the estimated loads of ammonia (65,967 lbs/yr), nitrate plus nitrite (634,272 lbs/yr), and phosphorus (5,515 lbs/yr) for 2000 from the Mowry and Princeton Canals, the DSEIS estimates that loads of ammonia will increase by 1084 lbs/yr, nitrate plus nitrite by 10,466 lbs/yr, and phosphorus by some 91 lbs/yr by 2015 with the Proposed Action. These increases are substantial and would lead to increased concentrations of ammonium, nitrate plus nitrite, and soluble reactive phosphorus in the water column of BNP. Considering all sources of development in South Dade County, total nutrient inputs are estimated to increase by some 7 % (Table 4.10-6).

Because the seagrass communities of Biscayne Bay are adapted to oligotrophic or low nutrient conditions, the increased nutrient concentrations would lead to significant alteration and degradation of these resources. The essential problem is that the resources are already at or very near a saturation point for these nutrient concentrations and are showing signs of environmental stress as a result. Our recent studies in southern BNP and adjacent waters in the FKNMS have documented that dissolved inorganic nitrogen (DIN – ammonium plus nitrate plus nitrite) already exceeds, on average, the known DIN thresholds for healthy seagrass and coral reef growth due to the existing levels of land based pollutant loads (Lapointe 1999). This has already caused significant ecological damage to biotic resources of BNP, particularly seagrass communities in southern Biscayne Bay that are heavily overgrown by macroalgae and filamentous epiphytes (Lapointe 1999). Increased nutrient concentrations enhance the productivity and growth of macroalgae and seagrass epiphytes through the process of eutrophication, which leads to decreased productivity of seagrasses, especially turtle grass (Thalassia testudinum), and ultimately fragmentation and die-off of seagrass meadows (Tomasko and Lapointe 1991, Lapointe et al. 1994). Nutrient enrichment has also increased phytoplankton biomass in the water column of southern BNP, which has altered the optical properties of the water column and attenuated light, further decreasing seagrass productivity.

Accordingly, any further increase in nutrient input, such as the quantity described above associated with the Proposed Action, will further advance this degradative process. Indeed, such additional nutrient pollution is likely to spur a cascading set of ecological disturbances that are significantly beyond what might be anticipated from the quantity of nutrients alone as a result of the threshold that southern Biscayne Bay is currently poised at (Lapointe 1999). As the nutrient pollution increases, blooms of macroalgae and seagrass epiphytes would grow exponentially, physically overgrowing and smothering the seagrasses of southern Biscayne Bay; these blooms not only decrease light availability and seagrass productivity, but also cause hypoxia (low dissolved oxygen, DO, < 2.0 mg/l) and anoxia (< 0.1 mg/l DO) that degrades the quality of these habitats and their ability to sustain higher food web production (Lapointe et al. 1994). Hence, the increased nutrient inputs would reduced dissolved oxygen and lead to a reduction in overall biotic diversity and secondary production, significantly reducing the commercial and sport fisheries production of Biscayne Bay. This problem would be particularly severe during storm events in the wet season or during tropical storms and hurricanes when peak stormwater flows result in very high nutrient concentrations and critically low dissolved oxygen concentrations (Lapointe and Matzie 1996).

Although the offshore coral reef communities of BNP are relatively removed from the direct effects of the stormwater discharges from the Princeton and Mowry Canals, they would suffer significantly as an indirect result of the canal discharges interacting with the direct effects of increased atmospheric deposition of nitrogen (AD-N). Specifically, the projected increases in stormwater nutrient loadings, combined with the projected increases in AD-N resulting from the airport activity, will greatly accelerate eutrophication and the demise of coral reef communities over broad areas of BNP and the northern FKNMS. Coral reefs are adapted to clear water with very low or undetectable nutrient concentrations and are vulnerable to even slight (nannomolar) increases in concentrations of dissolved ammonia, nitrate plus nitrite, and soluble reactive phosphorus concentrations. For example, coral reefs become degraded by algal overgrowth and reef coral die-off when the concentration of DIN averages ~ 1 mM, (Lapointe 1997, Lapointe et al. 1997). Research during 1998/1999 on water quality and reef health in BNP showed that the average annual DIN concentrations on two reefs (Lacey's Patch Reef and Ball Buoy Reef) was ~ 1.14 mM (n = 52). Because of these high background DIN concentrations that exist on offshore reefs in BNP, these waters have no additional capacity for safe dilution of the projected increases in nutrient loads from either stormwater runoff or AD-N. Because the airport activity will result in an increase of ~13,500 lbs/yr of AD-N (4.10-7) and close to 12,000 lbs/yr of ammonia, nitrate, and nitrite in runoff, the Proposed Action will contribute significantly to degradation of coral reef resources over broad areas of BNP and the northern FKNMS. While the increase in AD-N and stormwater nutrients will be greatest in the nearshore environment (~ 100 % increase for AD-N alone), the offshore coral reefs will also be adversely impacted because of the high existing background DIN concentrations (Lapointe 1999).

Scenario 2: Correcting for the DSEIS Underestimates: The DSEIS estimates of nutrient loads from the airport are likely far too low. The contribution of the airport to the 7% predicted increase in total nutrient inputs to Biscayne Bay is likely to be at least 3 % and probably around 5% rather than the projected 1.6 - 1.7%. In this scenario, the impacts from the airport would be much greater than that projected in the DSEIS due not only to the overall higher nutrient loads associated with the airport development, but also the fact that these loads are in close proximity to the Princeton and Mowry Canals and BNP (as opposed to other contributions from development in the western portions of South Dade County). The impacts of increased chemical loads on eutrophication and toxicity on biotic resources of Biscayne Bay would be much greater than predicted in the DSEIS for the Proposed Action and would be of the nature described above on an accelerated basis.

The DSEIS projects an increase of 7.2 %, 2.3%, and 2.3 % increase in loading of nutrients, metals, and pesticides in YR 2000 but decreasing loads in 2005 and 2015 due to stormwater treatment (Table 4.10-4). However, it remains unclear as to how well the airport's proposed stormwater treatment system for initial phases of development would actually function and, more significantly, whether or not later stages of development -- for which a plan is not currently in existence -- could even be permitted at all. As the DSEIS sets forth no plan to manage the 14% increase in impermeable surface resulting from later stages of airport development (resulting in approximately 1,000 acre-feet of additional runoff), we can assume either that such management will require significant land off-base or the runoff will be discharged into Biscayne Bay. Either scenario is unacceptable. The land to the east of the base is very important wildlife habitat and serves vital filtering functions for water flow to the bay. Discharge of 1000 acre-feet of additional and almost certainly quite polluted stormwater to the Bay would cause significant harm. Simply the pulsing effects alone of the huge discharges would harm critical nearshore ecosystems.

Moreover, the DSEIS predicts a 13-14 % increase in groundwater flows from airport runoff but discounts its ecological impact on Biscayne Bay because of an assumed 50-100 year travel time for groundwaters between the airport and the bay (a distance of ~ 1.5 miles). These assumed groundwater flows (0.2 to 0.4 ft/day) are much lower than the values published by Fish and Stewart (1991) that reported quite high hydraulic conductivities for the surficial aquifer system in Dade County. Fish and Stewart (1991) report that the upper part of the Biscayne aquifer is composed of quartz sand in the east

and dense limestone, peat, and lime mud in the west; the lower part consists of highly to very highly permeable limestone and calcareous sandstone that has abundant solution cavities. The hydraulic conductivity of the very highly permeable zone of the Biscayne aquifer can exceed 10,000 ft/day; most of the relatively clean sands found in Dade County are moderately permeable, with hydraulic conductivity values of 30 to 100 ft/day (Fish and Stewart 1991). It thus appears that the DSEIS has underestimated the travel time for groundwater from the airport to Biscayne Bay, which would likely occur on a time scale of days to weeks rather than decades to centuries. Accordingly, the high rates of lateral groundwater flow would greatly increase the chemical loading to Biscayne Bay by orders-of-magnitude above that estimated in the DSEIS.

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CURRICULUM VITAE

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EDUCATION:

Ph.D., Biology, University of South Florida, 1982

Title of Dissertation: "Interactions between light intensity, temperature and nitrogen on growth rate, physiological processes and chemical composition of *Gracilaria tikvahiae* (Rhodophyta, Gigartinales)."

M.S., Environmental Sciences, University of Florida, 1979

Title of Thesis: "The effects of light and nutrients on the growth and biochemical composition of the sea lettuce *Ulva fasciata* (Delile)."

B.A., Biology, Boston University, 1973

RESEARCH INTERESTS:

Algal physiology and biochemistry, seagrass and coral reef ecology, eutrophication, environmental impact assessment, aquaculture, remote sensing.

AWARDS:

Sigma Xi, Outstanding Research Award
Phi Kappa Phi Honor Society
Bermuda Biological Station for Research, Inc., Red Wright Fellowship, 1986, 1990
Smithsonian Institution, Caribbean Coral Reef Ecosystems Programs, Research Fellowship, 1984, 1986, 1987, 1988
Who's Who in Scuba Diving and Underwater Research
The Explorers Club, Fellow
Visiting Scholar, University of Queensland, Australia
Who's Who in America, Science and Engineering, Millenium Edition

PROFESSIONAL SOCIETIES:

American Water Resource Association
American Association for the Advancement of Science
American Society of Limnology and Oceanography
Association of Marine Laboratories of the Caribbean
Oceanography Society
Phycological Society of America
Western Society of Naturalists

RESEARCH PROJECTS:

National Oceanic and Atmospheric Administration, Marine Sanctuaries Division, "Baseline Studies of Herbivory and Eutrophication of Dominant Reef Communities of Looe Key National Marine Sanctuary," $10,000

National Science Foundation, Biological Oceanography, "Productivity and Nutrition of Pelagic *Sargassum*," $138,044

National Oceanic and Atmospheric Administration, Marine Sanctuaries Division, "Characterization of Chemical and Hydrographic Processes in the Water Column of Looe Key National Marine Sanctuary," $75,000

National Oceanic and Atmospheric Administration, Office of Coastal Zone Management, "Effects of On-Site Sewage Disposal Systems on Nutrient Relations of Groundwaters and Nearshore Surface Waters of the Florida Keys," $40,000

National Science Foundation, Biological Oceanography; "Episodic Nutrient Supply to Pelagic *Sargassum* in Neritic Versus Oceanic Waters," $122,123

John D. and Catherine T. MacArthur Foundation, "Watershed Nutrient Inputs and Coastal Eutrophication in the Florida Keys," $300,000

Florida Department of Environmental Regulation, "Trophic Structuring of Marine Plant Communities in the Florida Keys," $48,000

Monroe County, "The Impacts of Stormwater Discharges on Eutrophication Processes in the Florida Keys", $75,000

Monroe County, "A Solar Aquatic Integrated Pond System for Nutrient Removal from Septic Tank Effluent", $75,000

The Herbert W. Hoover Foundation, "Water Quality Protection for Florida Bay and the Florida Reef Tract", $37,000

Florida Sea Grant, "Algal Blooms in Coastal Waters: Eutrophication on Coral Reefs of Southeast Florida", $179,000

Loxahatchee River Environmental Control District, "Jupiter Creek and Tequesta Peninsular Septic Tank/Water Quality Investigations", $100,000

National Oceanic and Atmospheric Administration, Coastal Ocean Program, "Nutrient Dynamics and Limitation of Florida Bay Macroalgae", $4,000

Environmental Protection Agency, "High Frequency Monitoring of Wastewater Nutrient Discharges and Their Ecological Effects in the Florida Keys National Marine Sanctuary", $50,000

Australian Research Council, " Macroalgae as Bioindicators of Eutrophication in the Great Barrier Reef Lagoon, Australia ", $30,000

Perry Foundation, Inc., "Bottom-up Control of Coral Reef Community Structure at Norman's Pond Cay, Exumas, Bahamas", $3,000

NHK Broadcasting, Tokyo, Japan, "The Pelagic *Sargassum* Community: A Universe Within", $98,000

The Herbert W. Hoover Foundation, "Comparative Water Quality Assessment of Looe Key National Marine Sanctuary and Biscayne National Park", $55,000

National Aeronautics and Space Administration, "Optical Classification and Communities of Marine Biota of the Florida Keys: Feasibility Study of Remote Techniques for Long-Term Monitoring" $227,171

National Geographic Society, "Changes in Western Atlantic Coral Reef Communities: 1974-1999", $27,535

INVITED TALKS:

International Botanical Congress, "Linkages between land-based nitrogen inputs and macroalgal blooms on coral reefs in Jamaica and South Florida", St. Louis, Missouri, August 1999.

Moss Landing Marine Lab, Monterey, California, "Nutrient control of macroalgal blooms on coral reefs in Jamaica and south Florida", April 23, 1999.

Negril Coral Reef Preservation Society, Water Quality Workshop, "Results of a Comprehensive Coral Reef/Water Quality Monitoring Program in the Negril Marine Park: 1998", Negril, Jamaica, February 14, 1999.

Center for Marine Conservation, Nutrient Workshop, "Impacts of nutrient enrichment on coral reef communities of the Florida Keys", Rayburn Building, Washington, D. C., September, 1998

Australasian Chemical Engineering Conference (CHEMECA), "The demise of coral reef communities in Florida Bay and the Florida Keys, USA. The nexus of hypersalinity, eutrophication, political science, and marine science", Plenary Talk, Port Douglas, Australia, September, 1998.

Wider Caribbean Conference of Nautical Tourism, "The decline of Caribbean coral reefs: impacts from sewage and land-based runoff", Cozumel, Mexico, April, 1998.

South Atlantic Fisheries Management Council Meeting, "The importance of fish schools to nutrient supply and productivity of pelagic *Sargassum*", Beaufort, N.C., October, 1997.

American Assembly on Conservation of the Indian River Lagoon, "Water quality impacts associated with discharges of septic tank effluent", Cocoa Beach, Florida, April, 1997.

International Ocean Pollution Symposium, "Relations between external nutrient loading and biotic phase shifts in Florida Bay and the Florida Reef Tract", Ft. Pierce, Florida, April, 1997.

Florida Bay Conference, "Modeling relations between external nutrient loads and biotic phase shifts in Florida Bay", Key Largo, Florida, December, 1996.

Florida Marine Fisheries Commission, "*Codium* blooms on coral reefs in southeast Florida", Cocoa Beach, Florida, August, 1996.

Eighth International Coral Reef Symposium, "Macroalgal blooms on fringing coral reefs at Discovery Bay, Jamaica: Overfishing or eutrophication ?", Panama, June, 1996

Estuarine Research Federation, "Evidence of long-term, large-scale eutrophication in Florida Bay and the Florida Reef Tract", Corpus Christi, Texas, November, 1995.

National Workshop on Harmful Algal Blooms, "Nutrient-driven algal blooms in South Florida's coastal waters", National Science Foundation, Snow Mountain Ranch, Colorado, August, 1994.

Estuarine Research Federation, "Stormwater nutrient discharges and their ecological effects in the Florida Keys National Marine Sanctuary", Hilton Head, South Carolina, November, 1993.

Seventh International Coral Reef Symposium, "Modification of benthic community structure by natural eutrophication: the Belize Barrier Reef", Guam, June, 1992.

International Congress of Ecology, "Nutrient couplings between tropical watersheds and coastal waters: the role of groundwater", Yokohama, Japan, August, 1990.

American Society of Limnology and Oceanography, "Mesoscale variability in nutrient-limited productivity of pelagic *Sargassum* ", New Orleans, Louisiana, February, 1990.

Everglades Coalition Annual Meeting, "Nutrient couplings between on-site sewage disposal systems, groundwaters, and nearshore surface waters of the Florida Keys", West Palm Beach, Florida, January, 1990

Estuarine Research Federation, "Factors regulating primary production of macroalgae in coastal environments", Baltimore, Maryland, October, 1989

American Society of Limnology and Oceanography, mini-symposium on "Couplings Between Watersheds and Coastal Waters: Role of Groundwater," "Effects of on-site sewage disposal systems on nutrient relations of groundwaters and nearshore surface waters of the Florida Keys," San Francisco, California, December, 1988.

National Oceanic and Atmospheric Administration, Florida Keys Coral Reef Workshop, "Baseline characterization of herbivory and eutrophication on dominant reef assemblages of Looe Key National Marine Sanctuary," Key Largo, Florida, July, 1988.

Everglades Coalition Annual Meeting, "Eutrophication in nearshore marine waters of the Florida Keys: point-sources, non-point sources, and remedial actions," Key Largo, Florida, May, 1988.

Western Society of Naturalists, "Adaptation of pelagic *Sargassum* to an ocean desert: boundary current circulation provides elevated nutrient availability," Hilo, Hawaii, December, 1986.

American Society of Limnology and Oceanography, mini-symposium on "Nutrient Dynamics on Coral Reefs", "Upwelling as a source of new nutrients to Looe Key National Marine Sanctuary," San Francisco, California, December, 1986.

Institute of Gas Technology, symposium on "Energy from Biomass and Wastes", "Productivity and nutrition of marine biomass systems in Florida," Lake Buena Vista, Florida, January, 1985.

EXPERIENCE:

1999: Adjunct Research Scientist, Bigelow Laboratory for Ocean Sciences, West Boothbay Harbor, Maine.

1998-1999: President and Chairman of the Board of Directors, Reef Relief, Key West, Florida.

1997: Scientific advisor, Great Barrier Reef Marine Park Authority, Townsville, Australia; review of water quality monitoring on the Great Barrier Reef.

1996: Expert witness for the Loxahatchee River Environmental Control District (ENCON); legal challenge by the City of Tequesta regarding research and monitoring on septic tank contamination.

1996 - present: Advisor to the Green Turtle Cay Foundation, Green Turtle Cay, Bahamas; assessment of sewage pollution and development of innovative/alternative wastewater treatment systems

1994 - 1997: Expert witness for 1,000 Friends of Florida in two administrative hearings regarding the environmental impact of sewage pollution in Monroe County (Comprehensive Growth Management Plan and the "18-Mile Stretch"); legal challenge of research on impacts of sewage discharges on seagrass and coral reef ecosystems in the Florida Keys.

1994 - 1995: Consultant to Little Palm Island, Florida Keys; development of advanced oxidation systems for wastewater treatment and water reclamation.

1993 - present: Technical Advisory Committee, Florida Keys National Marine Sanctuary, Water Quality Protection Program

1992 - present: Scientific advisor to the Negril Coral Reef Preservation Society regarding the impacts of eutrophication on Jamaican coral reefs and the design of an integrated water quality-coral reef monitoring program

1990-1992: Consultant to Mustique Company (Grenadines, W. I.), Environmental impact assessment and land-use planning for marine resource protection

1990 - present: Scientific advisor to Reef Relief, a Key West non-governmental grass-roots organization dedicated to the protection of coral reefs.

1990 - 1994. Expert witness for the Department of Community Affairs, State of Florida, concerning impacts of land-based pollution on seagrass and coral reef resources of the Florida Keys

1988-1991: Consultant to the Chesapeake Biological Laboratory, University of Maryland; Seasonal productivity and nutrient cycling by the sea-lettuce *Ulva rotunda* in the Patuxent River Estuary, Chesapeake Bay

1988-1990: Director of Marine Conservation, Florida Keys Land and Sea Trust.

1988: Consultant, City of Boynton Beach, Florida: Preparation of the coastal conservation and management elements of the City of Boynton Beach Comprehensive Land Use Plan (91-5).

1987: Instructor, Discovery Bay Marine Laboratory, Jamaica; "Tropical Marine Algae: Their Biology and Exploitation". Studies of nutrient-enhanced growth of *Gracilaria* ("Irish Moss") raft cultures and macroalgae on fringing coral reefs.

1986-1996: Adjunct Assistant Professor, University of Miami, Rosenstiel School of Marine and Atmospheric Sciences

1986-1988: Visiting Scientist, Bermuda Biological Station for Research, Inc.: Nutrient enhanced productivity of the green alga *Cladophora prolifera* in Harrington Sound, Bermuda.

1986-1993: Consultant to Monroe County Planning Department: Effects of septic tanks and injection wells on quality of groundwaters and surface waters of the Florida Keys; innovative/alternative methods for advanced waste treatment.

1986-present: President of International Marine Research, Inc.: Consulting on local, regional and international projects involving assessment of human impacts on quality of groundwaters, coastal waters and tropical seagrass and coral reef ecosystems.

1985-present: Participant in the Smithsonian Institution's Caribbean Coral Reef Ecosystems Program at Carrie Bow Cay, Belize: Nutrient physiology of macroalgae in mangrove, seagrass, and coral reef ecosystems of the Belizean Barrier Reef.

1983-present: Research Scientist and Director of the Florida Keys Program, Harbor Branch Oceanographic Institution, Big Pine Key, FL: Ecophysiology of tropical marine macroalgae, seagrasses, and phytoplankton in the Florida Keys, Bahamas, Caribbean, and the Great Barrier Reef, Australia.

1982-1983: Post Doctoral Research Scientist, University of Florida: Aquaculture of *Gracilaria* spp. and *Sargassum* spp. as a source of biomass for energy conversion.

1980-1981: Research Assistant, University of South Florida: Major and trace metal analysis of South Florida lake water.

1977-1982: Participant in the Cooperative Spanish-American Rias Study (SARS) in the Rias Bajas, N W. Spain: Productivity of macroalgae associated with mussel-raft aquaculture.

1977-1979: Research Assistant III, Skidaway Institute of Oceanography: Aquaculture and physiology of *Gracilaria* spp.

1973-1977: Research Assistant II and III, Woods Hole Oceanographic Institution: Aquaculture of marine macroalgae for hydrocolloids, waste treatment, and biomass for energy conversion.

1973-1977: Consultant, Boston Edison Company: Irish Moss (*Chondrus crispus*) survey.

PEER-REVIEWED PUBLICATIONS:

Lapointe, B. E. 1999. Simultaneous top-down and bottom-up forces control macroalgal blooms on coral reefs. Limnol. Oceanogr. 44 (6): 1586-1592.

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Barile, P. and B. E. Lapointe. 1999. Nutrient enrichment and seagrass decline in the Indian River Lagoon: A typical nutrient problem in a special subtropical estuary. Florida Naturalist, July issue.

Lapointe, B. E. and W. R. Matzie. 1998. The demise of coral reef communities in Florida Bay and the Florida Keys, USA: The nexus of hypersalinity, eutrophication, political science, and marine science Proceedings of the 8th Australasian Chemical Engineering Society Meeting. Port Douglas, Australia.

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Lapointe, B. E. and M. Clark 1992. Nutrient inputs from the watershed and coastal eutrophication in the Florida Keys. Estuaries 15:465-476.

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Lapointe, B. E. and J. D. O'Connell. 1989. Nutrient-enhanced productivity of *Cladophora prolifera* in Harrington Sound, Bermuda: eutrophication of a confined, phosphorus-limited marine ecosystem. Est. Coast Shelf Sci. 28:347-360.

Lapointe, B E. 1989 Caribbean coral reefs: Are they becoming algal reefs? Sea Frontiers 35:82-91.

Lapointe, B E. 1989 Macroalgal production and nutrient relations in oligotrophic areas of Florida Bay. Bull. Mar. Sci. 44:312-323

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Lapointe, B E., M. M. Littler, and D S. Littler. 1987. A comparison of nutrient-limited productivity in macroalgae from a Caribbean barrier reef and from a mangrove ecosystem. Aquatic Botany. 28:243-255

Lapointe, B. E 1987 Phosphorus- and nitrogen-limited photosynthesis and growth of *Gracilaria tikvahiae* (Rhodophyceae) in the Florida Keys: an experimental field study. Mar. Biol. 93:561-568.

Littler, M. M., D. S. Littler, and B. E. Lapointe. 1986. Baseline studies of herbivory and eutrophication on dominant reef communities of Looe Key National Marine Sanctuary. NOAA Technical Memorandum. NOS MEMD 1, Marine Sanctuaries Division.

Lapointe, B E. 1986 Upwelling as a source of "new" nutrients to Looe Key National Marine Sanctuary" EOS 67(44):992

Lapointe, B. E. and N P Smith. 1986 A preliminary investigation of upwelling as a source of nutrients to Looe Key National Marine Sanctuary. NOAA Technical Report #NA84AAA04157, Marine Sanctuaries Division

Lapointe, B. E. 1986. Phosphorus-limited growth and photosynthesis of *Sargassum natans* and *Sargassum fluitans* in the western North Atlantic. Deep Sea Res. 33:391-399.

Duke, C. S., B E. Lapointe and J. Ramus. 1986. Effects of light on growth, RuBPCase activity and chemical composition of *Ulva* species (Ulvales, Chlorophyta) J. Phycol 22:362-370.

Lapointe, B. E. 1985. Strategies for pulsed nutrient supply to *Gracilaria* cultures in the Florida Keys: interactions between concentration and frequency of nutrient pulses. J. Exp. Mar. Biol. Ecol. 93.211-222.

Lapointe, B E. and M. D. Hanisak. 1985. Productivity and nutrition of marine biomass systems in Florida. In: Proceedings of Institute of Gas Technology Symposium, (Energy from Biomass and Waste IX) Lake Buena Vista, Florida. January 20-February 1.

Lapointe, B. E. and C. S. Duke. 1984. Biochemical strategies for growth of *Gracilaria tikvahiae* (Gigartinales, Rhodophyta) in relation to light intensity and nitrogen availability. J. Phycol. 20:488-495.

Lapointe, B. E., C. J. Dawes and K. R Tenore 1984 Interactions between light and temperature on the physiological ecology of *Gracilaria tikvahiae* (Gigartinales, Rhodophyta). I. Growth, photosynthesis and respiration. Mar. Biol. 80.161-170

Lapointe, B E., K R. Tenore and C. J. Dawes 1984. Interactions between light intensity and temperature on the physiological ecology of *Gracilaria tikvahiae* (Gigartinales, Rhodophyta). II. Nitrate uptake and levels of pigments and chemical constituents. Mar. Biol 80:171-178

Lapointe, B. E., D. L. Rice and J. H. Lawrence. 1984. Responses of photosynthesis, respiration, growth, and cellular constituents to hypo-osmotic shock in the red alga *Gracilaria tikvahiae*. Comp. Biochem. Physiol. 77.127-132

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Last Revision: 1-25-00

Exhibit G

March 7, 2000

MEMORANDUM

To: B. Sewell and C. Zeman

From S Washburn

Subject: Evaluation of Aircraft Emissions from Proposed Homestead Airport

At your request, I have reviewed portions of the Draft Supplemental Environmental Impact Statement (DSEIS) for the Homestead AFB, dated December 1999. Specifically, I have reviewed sections related to potential atmospheric emissions from the proposed Homestead Airport, and corresponding impacts on air quality and human health risk. A copy of my resume is attached

Based on my review, the DSEIS does not include a quantitative evaluation of air quality impacts or risks associated with specific air toxics that are expected to present in emissions from commercial and military aircraft. For example, the DSEIS estimates total volatile organic compound (VOC) emissions from proposed airport operations, but does not evaluate the composition of the VOCs. Thus, the DSEIS does not provide sufficient information to readily conduct a detailed assessment of the human health risks associated with aircraft emissions from the proposed airport

Although not presented in the DSEIS, data for characterizing emissions of specific air toxic compounds from aircraft are available in the scientific literature, and could be used to quantify impacts on air quality and human health risks. For example, in 1993, the United States Environmental Protection Agency (USEPA) published "Toxic Emissions from Aircraft Engines: A Search of Available Literature" (EPA-453/R-93-028). Additional reports on emissions of toxic compounds from aircraft have been published since 1993.

As indicated above, the DSEIS does not provide sufficient information to readily conduct a detailed human health risk assessment, in part because it does not estimate emissions of specific air toxic compounds. Given the lack of data in the DSEIS, I suggest the following methodology could be used to perform a preliminary "screening-level" calculation of the potential human health risks:

(1) I would focus on five chemicals that have been identified by USEPA as of potential concern in aircraft emissions: benzene, 1,3-butadiene, formaldehyde, acetaldehyde, and benzo(a)pyrene (as a surrogate for polycyclic aromatic hydrocarbons, PAH). Emission fractions for these chemicals (relative to total VOC emissions) are available in the following EPA memoranda:

- EPA. 1993. Piston Engine Particulate Matter Emission Factors, Toxic Emission Fractions, and VOC to TOG Correction Factor for Aircraft. February 17.

- EPA 1997a. Source Identification and Base Year 1990 Emission Inventory Guidance for Mobile Source HAPs on the OAQPS List of 40 Priority HAPs June 11

- EPA 1997b PAH/VOC Emission Fractions for Aircraft. March 18

(2) Total VOC emissions from aircraft are available in the Homestead draft SEIS at Table 4.8-2, the fraction of VOC emissions from aircraft are presented in Table 4.8-3.

(3) The extent of atmospheric dispersion for VOCs is not provided in the DSEIS. As a rough approximation, the dispersion could be extrapolated based on the dispersion modeling results presented in the EIS on Table 4.8-4 for carbon monoxide (CO) According to Table 4.8-3, roughly the same fraction of total VOC and CO emissions are from aircraft. Since 8 hours is the longest averaging time presented in the EIS for concentration levels, I would recommend that a factor of approximately 12 be applied to the 1-hr results to estimate reduced annual average concentrations in the screening risk calculations

(4) USEPA toxicity criteria and standard USEPA exposure defaults can then be used to estimate inhalation risks posed by the calculated concentrations of air toxics in ambient air. For example, toxicity criteria for the compounds identified above are available in USEPA's Integrated Risk Information System (IRIS) database.

It should be emphasized that the estimates as calculated above would not include emissions associated with other airport operations, such as roadways and GSE/AGE/APU, which the EIS indicates constitute approximately 67% of the total VOC emissions for the proposed action in 2015 Moreover, these estimates would not include exposures at specific locations where concentrations may be elevated. According to Table 4.8-5 of the DSEIS, there are locations in the affected area, such as near busy intersections, where total VOC concentrations will be significantly higher than the average level Finally, this method does not consider any incremental risk of exposure pathways other than inhalation

It should also be emphasized that the risk calculations would be "screening-level" only, to provide an understanding of the potential risks posed by toxic emissions under the development scenarios considered for the Homestead AFB, since these risks were not quantified in the DSEIS. A more rigorous risk assessment of aircraft emissions could be performed to reduce the uncertainties inherent in the approach described above.

STEPHEN T. WASHBURN

EDUCATION

1982 M.S., Chemical Engineering, Massachusetts Institute of Technology

1980 B.S.E., Chemical Engineering, Princeton University

EXPERIENCE

Mr Washburn is a Principal at ENVIRON Corporation He has 15 years of experience in environmental science and engineering, with specific expertise in risk assessment and in risk-based engineering Specific areas of expertise include contaminant fate and transport, risk-based evaluation and remediation of hazardous waste and industrial sites, hazardous waste management, incineration and chemical process design His work at ENVIRON has included the following

- Performed comprehensive risk assessments for numerous RCRA and Superfund sites, including facilities in Ohio, Illinois, New Jersey, Pennsylvania, New York, Oklahoma, and California

- Developed risk-based remediation strategies for hazardous waste and industrial sites across the U.S. These strategies have been used to successfully negotiate for cost-effective, protective remedies. Examples include the Whitmoyer Superfund Site in Pennsylvania, the DuPont RCRA Site in New Jersey, and the Rocky Mountain Arsenal Superfund Site in Colorado.

- Principal-in-charge of human health and ecological risk assessments for the WTI hazardous waste incinerator in East Liverpool, Ohio. These assessments included an evaluation of the potential affect of routine stack emissions, fugitive emissions, and accidental releases on the surrounding community and on ecological receptors.

- Selected by the U.S Army Environmental Center to serve as a Subject Matter Expert (SME) on expert peer review panels to evaluate proposed and ongoing remediation efforts at Base Realignment and Closure (BRAC) sites and active Army installations Participated in the peer review of over a dozen active and inactive installations, including Fort Wingate (New Mexico), Fort Ord (California), the Umatilla Army Depot (Oregon), the Milan Army Ammunition Plant (Tennessee) and the Tooele Army Depot (Utah).

- Principal-in-charge and primary agency contact for a multimillion-dollar remedial design project at a complex Superfund site in Pennsylvania. Responsible for developing and implementing site characterization plans, treatability tests and remedial design for soils, lagoons drummed waste, ground water, and buildings

- One of nine scientists selected nationwide by the American Society of Testing Materials (ASTM) to provide training to state regulatory agencies on the ASTM Risk-Based Corrective Action (RBCA) standard (E-1739). Has provided training in over 10 states, including New Jersey, Pennsylvania, Oregon and Michigan.

STEPHEN T. WASHBURN

- Coordinated a technical review of a proposed hazardous waste treatment facility in Ontario, Canada Evaluated the proposed design and operation, and conducted a detailed, multipathway risk assessment to estimate the facility's potential impacts on human health and the environment This risk assessment considered not only the emissions released during routine operation, but also those that would be released during facility upsets and transportation accidents. Provided expert testimony on human health and ecological risk assessment before the Ontario Environmental Assessment Board.

- Performed a multipathway exposure evaluation as part of a comparative assessment of the public health risks posed by five remedial alternatives for the McColl Superfund site in California. This assessment included an evaluation of risks to workers and the nearby community Provided videotaped expert testimony presented to USEPA Region IX.

- Acted as the Principal-in-Charge or project manager on ecological risk assessments at hazardous waste sites, industrial facilities, and incinerators.

- Acted as a consulting expert on toxic tort lawsuits alleging health effects associated with possible historical exposure to chemicals in air and ground water.

- Conducted a Monte Carlo risk assessment of potential chemical releases from buried drums at an operating chemical facility. Calculated probabilistic distributions for chemical concentrations in the environment, human dose through various exposure pathways, and resulting human health risk.

- Provided litigation support to private parties in cost allocation disputes at several Superfund Sites, including the Helen Kramer Landfill in New Jersey, the Fike Artel Site in West Virginia, the Buzby Landfill in New Jersey, and the Kin-Buc Landfill in New Jersey.

- Retained by the U.S. Department of Justice as an expert to review EPA trial burn plans and risk assessments at the Drake Chemical Superfund Site in Pennsylvania.

- Evaluated disposal alternatives for dioxin-contaminated dredge spoils for a major industrial facility in New Jersey. Supervised bioaccumulation studies involving aquatic organisms to evaluate the potential for dioxin accumulation following ocean disposal.

- Evaluated the potential risks posed by a proposed steel mini-mill facility in Pennsylvania. Provided testimony in public hearings before the Pennsylvania Department of Environmental Resources.

- Selected to serve as a member of the Risk Assessment Subcommittee of the Pennsylvania Science Advisory Board. This Subcommittee developed recommendations which were ultimately incorporated into Pennsylvania=s Brownfield legislation (Act 2).

- Performed a Monte Carlo risk assessment in Ohio to support risk-based Remedial Action Objectives (RAOs) and Preliminary Remediation Goals (PRGs) at a former refinery site.

STEPHEN T. WASHBURN

- For the City of Bloomington, Indiana, directed a technical evaluation of the Superfund cleanup of six PCB-contaminated sites Reviewed the design of a 200 ton/day rotary kiln combustor engineered to co-incinerate municipal solid waste (MSW) and PCB-contaminated soils; analyzed the projected performance of the kiln and its associated pollution control equipment during both routine operation and malfunction; and evaluated technical plans for the excavation, transport, and interim storage of contaminated material Organized and participated in public forums to address human health and environmental risk issues related to the cleanup.

- Performed a peer review of the design and operation for a proposed commercial medical waste incinerator. Determined status of the facility with regard to best available control technology (BACT), and evaluated potential risks posed through indirect food chain pathways. Provided expert testimony on engineering and risk issues

- Assisted a national public interest group in evaluating the air quality impacts associated with the proposed expansion of a county airport. Regulatory compliance was also assessed.

- Conducted a comparative assessment of the occupational risks posed by two remedial alternatives for the Hardage Superfund hazardous waste disposal site in Oklahoma The assessment considered both potential exposures of workers to toxic chemicals and injuries associated with the use of heavy equipment.

- Designed and assisted in implementing tests at a paper and pulp mill boiler in Maine to determine the source of elevated dioxin levels in ash.

- Conducted a detailed review of the state-of-the-art for designing, operating, and siting hazardous waste landfills built in the U.S between 1975 and 1982

- For the New York City Department of Sanitation, conducted a multipathway risk assessment for retrofitted municipal solid waste incinerator in Southwest Brooklyn.

- Evaluated the technical capabilities of a U.S. contractor involved in the design and construction of hazardous waste incinerators. The study was used by a multinational, European-based corporation to help decide whether to acquire the contractor to enter the U.S. hazardous waste incinerator market.

- Conducted Monte Carlo risk assessments at RCRA sites with lead contamination in New Jersey and Pennsylvania. Both projects involved the use of Uptake/Biokinetic (UBK) modeling for evaluating the risks posed by exposures to lead.

- Conducted a multipathway risk assessment for a proposed hazardous waste physical/chemical treatment plant and landfill in Manitoba, Canada.

STEPHEN T. WASHBURN

- Examined the feasibility of irrigating a golf course with treated wastewater, assessed the need for a buffer zone between the irrigated areas and an adjacent housing development to ensure the protection of public health.
- Reviewed state-of-the-art practices for the disposal of chlorinated solvents in the U.S. prior to 1972, and evaluated the extent of public concern regarding industrial chemical pollution of ground water during that period
- Prepared responses to questions raised by concerned citizens during the siting of a hazardous waste incinerator in Louisiana.
- Provided litigation support to the owner of a large office building by evaluating the risks posed by PCB transformers in the building, reviewed historical data on PCB toxicity and PCB transformer spills and fires
- Performed an analysis of the impact of leachate from the major New York City-area landfills on adjoining surface water quality.

Prior to joining ENVIRON, Mr Washburn held the following positions

- Process Design Engineer, Kesler Engineering Specialized in the process redesign of petroleum refineries and the development of engineering software. Supervised operations analysis and computer modeling; and oversaw the development of rigorous distillation, equilibrium flash, and two-phase pressure drop simulation software for microcomputers. This software was eventually marketed by Kesler Engineering.
- Materials Analyst, Alfa Laval AB. Analyzed plastics using differential scanning calorimetry, gas chromatography, and thermogravimetric analysis.
- Research Assistant, Massachusetts Institute of Technology. Analyzed polycyclic aromatic hydrocarbon (PAH) levels in diesel soot using high-performance liquid chromatography, and evaluated the extent of PAH desorption in the human gastrointestinal tract.

PUBLICATIONS AND PRESENTATIONS

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STEPHEN T. WASHBURN

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STEPHEN T. WASHBURN

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1. Estimate total volatile organic compound (VOC) emissions from aircraft

Total emissions (Table 4 8-2)	year	CO	VOC
	2000	344 tpy	8.8 tpy
	2005	629 tpy	27 tpy
	2015	2182 tpy	130 tpy

Percentage emission from aircraft (Table 4 8-3)		
	CO	37 2%
	VOC	33 2%

Aircraft emissions (Calculated)	year	CO	VOC
	2000	128 tpy	3 tpy
	2005	234 tpy	9 tpy
	2015	812 tpy	43 tpy

Aircraft emissions (Calculated)	year	benzene	formaldehyde	1,3-butadiene	acetaldehyde	benzo(a)pyrene
	2000	0 06 tpy	0 48 tpy	0 06 tpy	0 15 tpy	3 1E-06 tpy
	2005	0 15 tpy	1 48 tpy	0 18 tpy	0 45 tpy	5 4E-06 tpy
	2015	0 90 tpy	7 12 tpy	0.85 tpy	2 18 tpy	4 5E-05 tpy

Constituent emission rates based on EPA ratios (see Step 3 below) and VOC emissions
* Assume benzo(a)pyrene as surrogate for total PAH-7 emissions

2. Estimate total volatile organic compound (VOC) concentration in ambient air due to aircraft

CO concentration (Table 4 8-4) (1-hr avg)	year	CO	CO
	2000	0 07 ppm	0 09 mg/m3
	2005	0 41 ppm	0 47 mg/m3
	2015	0 48 ppm	0 56 mg/m3

1 ppm CO = 1 15 mg/m3 CO
Background = 2 ppm CO (Table 4 8-4)
37.2% of the incremental CO concentration due to aircraft emissions (see Step 1 above)

VOC concentration (Calculated) (1-hr avg)	year	VOC	VOC
	2000	0 0017 mg/m3	1 70 ug/m3
	2005	0 0157 mg/m3	15 66 ug/m3
	2015	0 0257 mg/m3	25 71 ug/m3

VOC concentration (Calculated) (Annual avg)	year	VOC	VOC
	2000	0 00014 mg/m3	0 1 ug/m3
	2005	0 00125 mg/m3	1 3 ug/m3
	2015	0 00206 mg/m3	2 1 ug/m3

Conversion for 1-hr to annual average dispersion. 0.08

3. Estimate toxic organic concentrations in ambient air due to aircraft

Aircraft toxic fractions of total organic gas (TOGf) and total VOC (VOCf)

	TOGf	VOCf *	
benzene	0 019	0 021	EPA 1993
formaldehyde	0 150	0 166	EPA 1993
1,3-butadiene	0 018	0 020	EPA 1993
acetaldehyde	0 046	0 051	EPA 1997a
benzo(a)pyrene **	NA	1 05E-06	EPA 1997b

Exhibit H

EPA 1993 Piston Engine Particulate Matter Emission Factors Toxic Emission Fractions and VOC to TOG Correction Factor for Aircraft February 17

EPA 1997a Source Identification and Base Year 1990 Emission Inventory Guidance for Mobile Source HAPs on the OAQPS List of 40 Priority HAPs June 11

EPA 1997b PAH/VOC Emission Fractions for Aircraft March 18

* Based on EPA (1993) EPA (1997) VOC/ = 1.1 x TOG (approximate)
** Assume benzo(a)pyrene as surrogate for total PAH-7 emissions

Estimated toxic organic concentrations in ambient air
(Calculated

	2000	2005	2015
benzene	0.003 ug/m3	0.03 ug/m3	0.04 ug/m3
formaldehyde	0.022 ug/m3	0.21 ug/m3	0.34 ug/m3
1,3-buladiene	0.003 ug/m3	0.02 ug/m3	0.04 ug/m3
acetaldehyde	0.007 ug/m3	0.06 ug/m3	0.10 ug/m3
benzo(a)pyrene	1.4E-07 ug/m3	1.3E-06 ug/m3	2.2E-06 ug/m3

4 Risk Calculations

Toxicity criteria

	RfD	CSF	
benzene	1.7E-03 mg/kg/d	0.0077 (mg/kg/d)-1	IRIS 2000
formaldehyde*	2.0E-01 mg/kg/d	4.5E-02 (mg/kg/d)-1	IRIS 2000
1,3-buladiene	NA mg/kg/d	0.98 (mg/kg/d)-1	IRIS 2000
acetaldehyde	2.6E-03 mg/kg/d	7.7E-03 (mg/kg/d)-1	IRIS 2000
benzo(a)pyrene	NA mg/kg/d	3.1E+00 (mg/kg/d)-1	IRIS, 2000

RfD: Inhalation reference dose for calculating non-cancer hazard index (HI)
CSF: Inhalation cancer slope factor, for calculating cancer risk
* Used RfDo Oral reference dose as a surrogate
All toxicity criteria taken from the Integrated Risk Information System (IRIS) 2000

Non-cancer hazard index (HI)

	2000	2005	2015
benzene	4.8E-04 HQ	4.4E-03 HQ	7.2E-03 HQ
formaldehyde	3.2E-05 HQ	3.0E-04 HQ	4.8E-04 HQ
1,3-buladiene	NA HQ	NA HQ	NA HQ
acetaldehyde	7.6E-04 HQ	7.1E-03 HQ	1.2E-02 HQ
benzo(a)pyrene	NA HQ	NA HQ	NA HQ
Total HI	1.3E-03	1.2E-32	1.9E-07

Assume breathing rate of 20 m3/day: 70 kg body weight, continuous exposure

Cancer risk

	2000	2005	2015
benzene	2/E-09	2/E-08	3/E-08
formaldehyde	8.E-08	8/E-07	1.E-06
1,3-buladiene	2.E-07	2.E-06	3.E-06
acetaldehyde	4.E-08	4.E-08	7/E-08
benzo(a)pyrene	4/E-11	3.E-10	6/E-10
Total cancer risk	3.E-07	3/E-06	5/E-06

Assume breathing rate of 20 m3/day, 70 kg body weight, continuous exposure
24hr/day, 250 day/yr, 30 years

002757

STATE OF FLORIDA
DEPARTMENT OF COMMUNITY AFFAIRS
"Dedicated to making Florida a better place to call home"

JEB BUSH
Governor

STEVEN M. SEIBERT
Secretary

February 11, 2000

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1700 North Moore Street, Suite 2300
Arlington, Virginia 22209-2802

RE: Department of the Air Force and Federal Aviation Administration - Draft Supplemental Environmental Impact Statement - Proposed Transfer of Airfield and Airfield-Related Properties at the Former Homestead Air Force Base, Florida - December 1999
SAI: FL200000-0400002

Dear Mr. Duncan:

The Florida State Clearinghouse has been advised that our reviewing agencies require additional time to complete the review of the above-referenced project. In order to meet the deadline for inclusion in the official record, we will make every effort to conclude the review and forward the consistency determination to you on or before March 7, 2000.

Thank you for your understanding. If you have any questions regarding this matter, please contact Ms. Cherie Trainor, Clearinghouse Coordinator, at (850) 922-5438.

Sincerely,

Chris McCoy
for Ralph Cantral, Executive Director
Florida Coastal Management Program

RC/cc

2555 SHUMARD OAK BOULEVARD • TALLAHASSEE, FLORIDA 32399-2100
Phone 850 488 8466/Suncom 278 8466 FAX 850 921 0781/Suncom 291 0781
Internet address http://www.dca.state.fl.us

FLORIDA ARTS
Area of Critical State Concern Field Office
2796 Overseas Highway, Suite 212
Marathon, Florida 33050-2227

2352 State Rt 129
South Bristol, ME 04568

002773

February 28, 2000

Secretary F. Whitten Peters
1670 Air Force Pentagon
Washington, D.C. 20330

Dear Secretary Peters,

Re: Homestead Air Force property.

I urge you to give serious consideration to the proper reuse of the former Homestead Air Force Base. The commercial airport would greatly damage two important National Parks, the Everglades and Biscayne National Parks. The proposed commercial airport would be between these two parks. In addition it would greatly damage the following sensitive areas:

- The Crocodile Lake National Refuge on Key Largo.
- The National Marine Sanctuary off the east of Key Largo.
- The Pennekamp Coral Reef Park, Key Largo, which is the only coral reef in North America.
- Many protected habitats in the Florida Keys which contain about 68 species that have been identified as endangered or threatened under the Endangered Species Act.

The Hoover/Collier mixed-use plan (a descriptive article is enclosed) is a more better alternative which strikes a balance between economic development and preservation of our national treasures.

I am a resident of Maine and own property in the Ocean Reef Community on Key Largo. We would hope that the Mixed Use Plan will be chosen instead of a commercial airport.

Thank you for your interest on this.

Sincerely,
Neal W. Dale

The Hoover/Collier Mixed-Use Development

Editor's Note: Much has been written in the last few issues about why Ocean reef residents should favor the Hoover/Collier Mixed Use Plan over other proposals for Homestead Air Base. Not nearly as much, however, has been written about what the plan entails. Following is a summary of that Mixed-Use Plan.

Designed as a partnership between community, conservation and business, the Hoover/Collier Mixed-Use Plan brings together commercial development, visitor attractions, recreational, educational and research facilities in a setting connected by pedestrian pathways, waterways and tropical landscaping. As a demonstration of sustainable development, the mixed use plan addresses economic development, environmental protection and new opportunities for community revitalization in a unique expression of the special culture and natural beauty of South Dade County.

The Hoover/Collier mixed-use redevelopment proposal includes: a world-class aquarium with educational and research facilities; a festival marketplace with local produce, retail and artisan's products; office and commercial space; state-of-the-art demonstration golf courses with extensive habitat opportunities and environmentally appropriate practices; hotels; and luxury recreational vehicle housing.

The Hoover/Collier mixed-use development is presented by The Hoover Environmental Group, dedicated to educational innovation and conservation of natural resources. The Collier Resources Company recognized for a proven track record of successful, high quality commercial development, and Chermayeff, Sollogub and Poole, international leaders in architectural and aquarium design.

Economic Impact

Based on the elements of the mixed-use development, the projected jobs and economic impact for South Dade are as follows:

Homestead Air Force Base Timeline of Economic Impact for South Dade

- 2005 - 9,039 jobs, $203 million, 1,500 square feet of development
- 2015 - 15,843 jobs, $459 million, 3,500 square feet of development
- Full Build Out - 23,091 jobs, $670 million, 5,000 square feet of development

In comparison with the proposed airport development, the Hoover/Collier mixed-use development brings twice as many jobs and twice as many dollars by the year 2005.

Similar development projects by Chermayeff, Sollogub and Poole in Boston, Baltimore and Chattanooga have resulted in millions of visitors, thousands of jobs and millions of dollars in economic impact.

Plan Elements

Aquarium/Festival Marketplace: The aquarium will be a core attraction and integrated with an international marketplace that includes shops, restaurants and numerous opportunities for enjoyment of place, interaction with visitors and multi-faceted learning. The visitor will be offered an experience of immersion, inside the attraction and throughout the site, with many opportunities for exploration and discovery. Both residents and visitors will gain new insights into South Florida's unique environment, culture, history, while developing an appreciation for the global nature of marine, coastal and wetlands ecosystems.

(Continued on Next Page)

Plan

(Continued from Previous Page)

Luxury RV. A residential and visiting community designed to accommodate mobile recreational vehicle owners.

Golf Courses. Land uses are planned for both an executive golf course and regulation or championship golf course and all their accompanying accessories. The golf course will use new ecological practices for environmental protection and habitat creation.

Office/Commercial. These areas are designed for a wide range of land uses, including traditional office business, commercial and light industry, as well as cutting edge research and development facilities for the environment, energy, agriculture, aquaculture and marine science. These areas will have low structural density and large landscaped areas.

Vacation and Business Hotels. First class hotels and business hotels with on-site amenities for vacationing families and business travelers. The overall building heights would not exceed 3 stories or 45 feet.

A New Destination For South Dade

All elements of the project will mix environmental, commercial, educational, recreational and business interests. The business, research, educational and visitor components of the project will weave together to create an integrated community.

For example, the aquarium will be linked to research facilities in the office areas and educational activities in the school components. Fish grown in aquaculture research centers may be on the menu of the restaurants and a visit to the demonstration project will be an after lunch experience. Students studying marine biology or biomedical science will have interactive, experiential activities on-site and an opportunity for internships and mentorships. Business people using the commercial office space will have access to amenities of golf, restaurants, shops and hotels. From vacationing families to business meeting the site can accommodate visitors and residents with a wide range of interests.

A water system running throughout the project will flow visitors and residents to travel by boat or water shuttles from their office to the restaurant or from the hotel to the golf course. An experience of nature and South Florida environment will be present in all the landscaped areas of the project.

As a demonstration of sustainable development, this ecologically conceived and designed community will explore an emerging new frontier advancing new levels of partnership between public and private interests, between residents and visitors, between those who would build for profit and those who would conserve and manage fragile ecosystems. It is hoped that the project will be a catalyst for visitors to understand and further explore the agricultural, horticultural, coastal and marine resources of the surrounding community.

HARRY HUMPHREY PHOTO

Lacey Hoover Chase, head of the Hoover Environmental Group, discussed her group's plan for the airport during a recent hearing in Homestead.

Neal W Dale
2352 State Rt 129
So Bristol, ME 04568

002774

Secretary William S. Cohen,
1000 Defense Pentagon
Washington, DC 20301

February 22, 2000

Dear Secretary Cohen

I urgently request you to help stop the construction of a major commercial airport just a few miles from two national parks. In addition to being a resident of South Bristol, Maine, I am a member at Ocean Reef in Key Largo, Florida. We are very concerned about the environmental repercussions of the Air Force's proposed transfer of the Homestead Air Reserve Base in Florida to Miami-Dade County for development of a large commercial airport.

There is no doubt that such an airport would dangerously pollute two neighboring national parks, Biscayne National Park and Everglades National Park, along with other areas such as the Marine Sanctuary, the Pennekamp Coral Reef Park (the only living coral reef park in North America) the Crocodile Lake National Wildlife Refuge as well as other areas which contain 68 species which are listed as endangered or threatened under the Endangered Species Act.

There are alternative proposals to develop the Homestead base for mixed commercial and residential uses that would be far more compatible with these sensitive areas, while providing an economic boost to the local areas.

These alternative proposals involve development for research, educational, housing, recreation all of which would provide thousands of jobs in the very near future.

The Draft SEIS prepared by the Air Force states that the development of a single runway at Homestead would lead to about 231,000 annual aircraft operations. These flights would be over the Parks and other areas described above. The resulting contaminants, nitrogen deposition and other pollution levels will certainly do irreparable damage to our national treasures.

We hope you will forcefully speak out in opposition to the proposed commercial airport and in support of the mixed-use alternative proposals. There are other sites for development of additional commercial airport capacity in South Florida.

I thank you for your time and interest in this issue.

Sincerely,
Neal W Dale

H. Robert Reeve
11 Sunset Cay Road Key Largo, FL 33037-3723

002775

Honorable William Cohen
1000 Defense Pentagon
Washington, D.C.

Dear Sir:

I ask your help to prevent converting the old Air Force Base in Homestead, Fl. to a full size Cargo airport for Miami.

I believe its location there would be a real threat to this remarkable area. The alternatives are

I believe have real merit

Please help us in our endeavors!

Most sincerely,
Henry A. Reeve

H ROBERT REEVE
11 SUNSET CAY ROAD KEY LARGO FL 33037

February 16th, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore St.
Suite 2300
Arlington, Va. 22209-2802

Dear SEIS Contact:

I am writing this letter to express my feelings about eventual use of the former Homestead Air Base.

I have been coming to my home here in Key Largo for the past 47 years and I have had plenty of time to watch development between Miami and Key Largo. Needless to say I've seen a lot of changes through the years including the destruction caused by Hurricane Betsy in 1965 and Andrew in 1993. In both cases I suffered very severage damage to my home as well the whole area of South Miami and on down into Homestead.

But it's always been just back together with more homes and industry and has been enhanced as a place to live.

I can't believe you would want to plant a heavy cargo airport right in the middle of this wonderful area that is blessed with National Parks, Marine and other areas such as the Everglades.

Please listen (LISTEN) to the voices of folks who have brought forth other alternatives! They can be made to work and do a lot to maintain the character of this agricultural, light industry, and entertainment area for all the people.

Thank you for whatever help you can give to seeing at through without the need for a major Cargo Airport

Most sincerely,

H Robert Reeve

2/21/00

002776

Dear Honorable Cohen,

We are writing you as very concerned citizens about a proposal to turn Homestead Air Force base into a commercial airport. In addition to being a residents of New York State,we are members of the Ocean Reef Community in Key Largo in the Florida Keys. The noise, and pollution created by the proposed 600 commercial flights each day would be devastating to the two national parks, Biscayne National park (1&1/2 miles away) and the Everglades (8&1/2 miles away.) A commercial airport would result in hazardous chemicals and tons of toxic air emissions daily (much ot it deposited in to Biscayne Bay and wildlife preserves.)

Alternative proposals for the development of Homestead Base include a mixed commercial and residential plan that would be compatible with the adjacent national parks, as well as create jobs for the people in the Homestead area.

The public comment period for the Air Force's draft environmental study closes on March 7, 2000. The Air Force may soon thereafter make its decision about what alternative it will choose. We urge you to express your concerns to the Air Force and the Clinton Administration regarding proper use of the Homestead base. We hope you will speak forcefully in opposition to the proposed commercial airport and in favor of a more reasonable development project for Homestead which strikes a balance between economic development and preservation of our Parks for future generations.

Sincerely,

Sherry & Gary Powell

002511

Feb 21, 2000

Jean McC. Geddes

Dear Secretary Cohen,

I am writing to ask that you use your conscience and considerable influence to stop the redevelopment of the Homestead Airforce Base into a major commercial airport.

This property lies between two National Parks, Everglades and Key Biscayne. It is surrounded by thousands of acres of forage and produce farms. To the southern the Florida Keys whose economy depends on tourism and its marine resources.

To allow this commercial sprawl, excessive noise and tons of toxic emissions daily to come to these fragile areas would be a travesty, especially when there are alternative proposals that would bring the same economic boost to Homestead without the degradation.

Another point to consider is the proximity of the Turkey Point Nuclear Facility. In a worst case scenario, should a plane crash on that property, it could cause a major catastrophy.

There appear to be alternative sites for development of airport capacity in South Florida, and given the environmental sensitivity of the Homestead area, I urge you to speak forcefully in opposition to the present proposal and support a more reasonable, development proposal for Homestead which would strike a balance between economic need, safety and the preservation of national environmental treasures

Sincerely

Jean McCrathe

Subj **Homestead Air Force Base**
Date 03/04/2000 3 42:54 PM Eastern Standard Time
From TickerZ
To hatb_seis@afbda1 hq af mil
CC vice president@whitehouse gov

002831

John W. Zick
9 Harbor Lane
Key Largo, FL 33037
March 4, 2000

Homestead SEIS, AFBCA/EX
1700 North Moore Street, Suite 2300
Arlington, VA 22209-2802

Dear Sirs:

Mrs Zick and I take this opportunity to register our objection to the proposal to convert Homestead (FL) Airbase into a commercial airport We are greatly concerned that the environment of the Florida Keys will be damaged beyond repair by this reckless proposal and that both Biscayne National Park and the Everglades National Park will be severely and negatively impacted. The proposed action could well destroy the great natural reefs of the area and the Parks as a result of having tons of toxic air emissions literally dumped on the area from huge jet aircraft passing over the area at the rate of one flight every two minutes

Much has been said of new jobs that might be created as a result of having a large commercial airport in Homestead. Statistics available to us do not suggest heavy unemployment in this area, and little has been said about jobs that might be lost in Miami if that airport becomes a secondary facility It is incongruous to suggest that both can blossom at the same time

Other proposals have been put forward for use of Homestead Air Force Base which make much more sense from an environmental and job related focus We urge you to give those alternative proposals much more serious consideration, and abandon the commercial airport concept

Yours very truly,

Mary S. Zick

cc Interior Secretary Babbitt
~~Defense Secretary Cohen~~
Air Force Secretary Peters
U S Sen Mack
U S. Sen Graham
U S Rep Deutsch
Florida State Sen Jones
Florida State Rep Sorensen

Subj: **Homestead Air Base**
Date: 03/06/2000 3:51:36 PM Eastern Standard Time
From: GrammiHen
To: hatbseis@afbda1 hq.af mil

002837

Homestead SEIS,AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, Va. 22209-2802

March, 6, 2000

This letter is to state our OPPOSITION to the development of a commercial airport on the property of the Homestead (Fla.) Airport Base

We are in favor of the alternate Collier-Hoover plan that would not stress the surrounding national parks and communities. Should this plan be chosen, it could immediately begin to create 23,000 jobs which would generate $670 million dollars annually for South Miami-Dade. Yes, the airport would generate more, but with all of the opposition for the airport, political arguments and legal litigation would undoubtedly delay developement for approximately 10 years - that is 10 years of NO jobs, and NO revenue from this property - not to mention tax payer's costs

While we wait this long period of time to create a larger number of jobs and revenue (and an unsafe and noisy enviornment), lets hope that another major hurricane such as Andrew doesn't hit the same area again.

One more concern is the amount of planes that would be flying so close to the nearby Turkey Point nuclear plant - this is an added danger to our communities.

Sincerely,
Adele and Harold R. Henrich
21 Country Club Road
Key Largo, FL. 33037

E-Mail: Grammihen@aol.com

Copy: DEFENSE SEC. WM. S. COHEN

Monday, March 06, 2000 American Online: Grammihen Page: 1

Jane D. Ferger

002848

11 BAY RIDGE ROAD
KEY LARGO FLORIDA 33037
PHONE 305-367-3289
FAX 305 367-4943

March 3, 2000

Defense Secretary William S. Cohen
1000 Defense Pentagon,
Washing, DC 20301

Dear Mr. Secretary:

RE: **Proposed Usage of the Homestead Air Force Base, Homestead, Florida**

Two natural gems exist in the southernmost tip of Florida: John Pennecamp Coral Reef and the Everglades National Park. No where else on this continent does this occur. And now deep pockets are threatening to totally disturb the ecology with the extremely heavy use of giant cargo airplanes.

Your influence with the Air Force should focus on the impact of a cargo terminal with a prospective 1,000 over flights a day. It can not help but be a major disturbance to the natural life cycle of the wildlife (beautiful water birds, alligators and crocodiles, bob cats, panthers, snakes and deer), or be able to avoid dumping pollutants into the waters of a natural coral reef which not only will kill the micro organisms that make up the reef, which is a barrier of protection for all of the Keys, but destroys the food chain that feeds the tropical fish?

I most sincerely request that your office take a strong stand to assure that the land be made available to an alternate solution which does not create such a negative impact on the region. It is your responsibility to preserve this fragile environment for the generations of Americans who will follow us. Won't you help us?

Sincerely,

Jane D. Ferger

Jane D. Ferger

002851

ELIZABETH S. SANFORD
15 CHANNEL CAY ROAD
KEY LARGO, FLORIDA 33037

March 4 2000

William S Cohen
Defense Secretary
1000 Pentense Pentagon
Washington DC 20301

Dear Mr. Cohen
I am writing to urge you to support the Collier - Hoover plan for revitalizing the area once used for the Homestead Airforce base - This is the only plan that will improve the economy of the area and save our two National Parks. The EVERGLADES and BISCAYNE National Park - It will also save the fabulous area known as the FLORIDA KEYS

SAY NO TO THE AIRPORT

Elizabeth S Sanford
Reg Florida Voter

002865

Subj: (no subject)
Date 02/29/2000 12:02:04 PM Eastern Standard Time
From RBrand8047
To hafb_sers@afbda1.hq.af.mil
CC: vice.president@whitehouse.gov
CC: bruce_babbitt@ios.doi.gov

To Whom It May Concern

I am writing to express my opposition to the proposed conversion of the Homstead Air Reserve Base in Homestead, Florida into a major commercial airport. As a resident of Key Largo, Florida, my concern is the effect the environmental impact this proposed facility will have on the area. The proposed site is located between two very fragile national park facilities, both of which give the area is character and distinctiveness. To destroy this with the construction of this facility would be an absolute disservice

This is particularly so since another option has been proposed one which will create the needed jobs for the area in a quicker time frame, and one which has no undesirable environmental impacts

Please see that this project does not get approval - for the protection of the area and for the creation of more jobs sooner

Thank you.

Richard and Judy Brand
19 Pumpkin Key Lane
Key Largo, Florida 33037

Sunday, November 07, 1999 America Online: RBrand8047 Page 1

002875

28 Dilly Tree Park
Key Largo Fl 33037
(305) 367-4432

February 27, 2000

Defense Secretary William S. Cohen
1000 Defense Pentagon
Washington, DC 20301

Dear Secretary Cohen,

We urgently need your help to stop the construction of a major commercial airport just a few miles from two national parks. I have a home in Key Largo Florida and we in this community are gravely concerned about the environmental repercussions of the Air Force's proposed transfer of the Homestead Air Reserve Base in Florida to Miami-Dade County for development of a large commercial airport. It is no exaggeration to say that such an airport would dangerously pollute two neighboring national parks, Biscayne National Park and Everglades National Park, along with at least a half-dozen other protected natural areas in this unique part of the country.

We strongly believe that the development of a commercial airport at the Homestead site will cause unacceptable amounts of noise and air pollution to this area. There are alternative proposals to develop the Homestead base for mixed commercial and residential uses that would be far more compatible with the adjacent national parks, while still providing an economic boost to the local area. Also, there appear to be alternative sites for the development of additional commercial airport capacity in South Florida.

Under the Air Force's draft environmental impact study, the proposed commercial airport is estimated to have over 230 000 annual operations. The result is almost one flight every two minutes over the Everglades, Biscayne National Park, and our community. The commercial airport will result in tons of toxic air emissions daily (much of which will be deposited into Biscayne Bay), lead and other hazardous chemicals washing into the soil and water, and thousands of acres of land and wildlife habitat paved over into industrial and residential sprawl.

The public comment period for the Air Force's draft environmental study closes on March 7, 2000. The Air Force may soon thereafter make its decision about what alternative it will choose. We urge you to express your concerns to the Air Force and the Clinton Administration regarding the proper use of the Homestead base. We hope you will speak forcefully in opposition to the proposed commercial airport and in support of a more reasonable developmental project for Homestead, which strikes a balance between needed economic development and preservation of our national environmental treasures.

In advance, we thank you for your time and interest in this important issue.

Sincerely,

Raymond F. Dillon

002876

William T. Stover

Memo

To: Vice-President Al Gore
Interior Secretary Bruce Babbitt
Defense Secretary William S. Cohen
From: William T. Stover
CC: Homestead SEIS, AFBCA/EX
Date: 3/3/00
Re: Homestead Air Force Base

Attached please find a copy of a letter sent to Homestead SEIS, AFBCA/EX regarding the proposed construction of a commercial airport at the Homestead Air Force Base in Homestead, Florida

We request your consideration in the above mentioned matter.

Thank you in advance.

William T. Stover

William T. Stover
#8 Sunrise Cay
Key Largo, FL 33037

February 1, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

Dear SEIS Contact:

I am a homeowner in the Ocean Reef Community, which is located on the northern end of the island of Key Largo in the Florida Keys. All of us at Ocean Reef are gravely concerned about the environmental destruction that will most surely be caused by the Air Force's proposed transfer of the Homestead Air Reserve Base in Florida to Miami-Dade County for development of a large commercial airport. We strongly believe that the development of a commercial airport at the Homestead site will cause unacceptable amounts of noise and air pollution to this area.

The alternative proposals for the development of the Homestead base include a mixed commercial and residential plan that would be far more compatible with the adjacent national parks, while still providing an economic boost to the local area. Also, there appears to be alternative sites for development of additional commercial airport capacity in South Florida.

We urge you to consider the alternatives to the commercial airport option so we may preserve the unique environmental treasures of the Biscayne and Everglades National Parks.

In advance, we thank you for your time and consideration.

Sincerely,

William T. Stover

002882

19 Harbour House
Key Largo, FL 33037

February 17, 2000

William S. Cohen
Secretary of Defense
Pentagon
Washington, DC

Dear Secretary Cohen,

You need to stop the Air Force from making a mistake in disposing of the Homestead, Florida Air Reserve Base. Even though the process still is going on, it is clear that the Air Force is going to turn the property over to Dade County to develop it into a commercial airport.

What's wrong with that? Nothing much, except that it is in the middle of two highly regarded National Parks. The first is the Everglades where your own Administration is planning to spend a lot of money to restore the area. The other is Biscayne National Park...one of the nicest in the country.

How can you let the Air Force turn this over to Miami-Dade politicians who can't even run their current airport without scandal after scandal, mistake after mistake.

I won't bore you with a discussion of the alternative plans that won't damage the environment since that is not the issue. The issue is don't do something that is going to foul our world forever.

Yours truly,

Robert E. Anderson

19 Harbour House
Key Largo, FL 33037

002883

February 19, 2000

Mr. F. Whitten Peters
Secretary of the Air Force
1670 Air Force Pentagon
Washington, DC 20330

Dear Secretary Peters,

The subject is the Homestead Air Reserve Base in Homestead, Florida. You know the issues. The Latino politicians want to convert the base into a commercial airport that will do real damage to two National Parks.

The arguments put forth by the politicians is that it is needed for the future growth of Miami and it will create jobs. On the first point, these people are so incredibly inept and corrupt that it is laughable that they are concerned about future growth. They haven't built a single east-west road, no vestige of infrastructure has emerged. All we have from them is one scandal after another when they are not stirring up riots over this Cuban boy.

They have gone to the people of Homestead and Florida City and promised jobs. However, the jobs will go to their buddies in Hialeah and surrounding areas...not to the people of Homestead or Florida City.

I know you have a history of turning such bases over to the local authorities. The local authorities in this case are so bad that there is ample reason to break that pattern.

The charade your people went through in holding public hearings indicates how in bed your people are with these politicians who found a nice place for your Southern Command headquarters and now found a house for the commanding General. Every Latino politician in Miami was given 10 minutes to talk which went on for over two hours with only two female dissenters. Then the people , for whom the hearings were supposedly held, were given three minutes. Only a third of the people who wanted to speak were able to speak.

Be a hero. Show some guts. Tell the local politi_cians NO just for once.

Yours truly,

Robert E. Anderson

PS. The enclosed clipping will show what your people might have heard if they held a legitimate hearing.

Letters To The Editor

To the Citizens of Homestead & Florida City

The politicians and special interest concerning the Homestead Air Force Base are using you. At the meeting on Feb. 2 you were told over and over again about "THE PROBLEM" facing the south Florida area because there would not be sufficient airport facilities for the future. You were also told about all the jobs (30,000) that it would be creating. If you were offered 30,000 jobs for a nuclear dump site would you say fine? Well, they do know what to do with "THE PROBLEM." They want to dump it on you. How many of those who spoke at the meeting actually live there?

They talk all about the tourists that come down to South Florida. Have you ever heard of anyone coming down on vacation to spend their time around the Miami airport? Just take a drive to that area and see what it would be like to live there.

Everyone knows all about the graft and corruption that has gone on in Miami-Dade with the politicians and their cronies. How did a group of businessmen get a 55-year lease if the air base is turned over to the county? Who are they? Do they have the funding to develop it themselves? How much would they pay? I do know that NOTHING. Once the deal is done, you have no recourse. When they bought all those expensive toilets, etc with your taxpayer-dollars at the Miami airport will you get it back? Once they get control it is too late.

There is another alternative. The Collier-Hoover plan does not conflict with the wishes of the Homestead community for jobs. It would offer almost as many good jobs in an environmentally friendly development. The national parks and residents of the surrounding area favor this plan. It is the only rational choice.

Marilyn Williams

Biscayne Bay & The Everglades

Where gulls and eagles soar in clear blue skies
Over land and water pristine to the eyes
The water fowl, feeding with care to their nest
For the young to be born in the environment's best
Biscayne Bay and the Everglades
Where the sawgrass and the mangroves are their last refuge
For the crocodile, gator and panther to use
The manatee, otter and the dolphin swim free
In waters pure, perhaps soon not to be
Biscayne Bay and the Everglades
Where the sounds of silence are broken with a cry
of creatures great and small if they could only ask why
The Seminole wind coming like a ghost from the past
This home unspoiled but that may not last
Biscayne Bay and the Everglades.
Where the new millennium holds hope for this earth
God in his glory gave nature her birth
Good air, clean water and this sacred ground
South Florida's paradise found
Biscayne Bay and the Everglades
Where hurricanes come and wildfires burn
Beauty and tranquillity will soon return
But man with his concrete, pollution and greed
May destroy this environment has children's children will see
Biscayne Bay and the Everglades

Bill Viar

002884

19 Harbour House
Key Largo, FL 33037

March 2, 2000

Dear Secretary Cohen,

I am sending along these articles to keep you up to date on the terrible mistake the Air Force is about to make in turning the Homesteac Air Reserve Base over to a group of Latino politicians and land developers.

I would hope that someone from Maine could do the right thing.

Yours truly,

Robert E. Anderson

'Green' Al's turning pale shade of yellow

A veep wimp-out on the airport flap.

Vice President Al Gore, who claims the greenest pro-environmental credentials of all the presidential candidates, is showing a flash of yellow.

A pro-Gore rally here in South Florida was suddenly cancelled last week by Carol Browner, head of the Environmental Protection Agency. Local conservation groups planned to use the occasion to tweak Gore into taking a position on the huge commercial airport that's been proposed for South Dade.

Browner, who opposes the airport, said a scheduling conflict — not the planned demonstration — caused her to cancel the Hollywood campaign rally. Maybe that's true. Or maybe Gore's handlers merely wanted to avoid a scene. With the Florida primary looming, it would look bad for the vice president to be picketed by the Audubon Society.

CARL HIAASEN

Gore's opponent, Bill Bradley, recently said he would not support development of a commercial airport at the old Homestead Air Force Base because of its sensitive location, between Biscayne National Park and Everglades National Park.

By contrast, "Green Al" Gore had this to say: "I would urge the continued discussion of how a balanced solution can be found that can help the community without hurting the environment."

Mush. You like the Homestead airport concept, or you don't. There are votes to be gained from either position. All that remains is for Gore to choose one.

'Why won't he? Because it's easier not to.

From its shady beginnings, the airport has been a pet project of prominent Democrats, among them Miami-Dade Mayor Alex Penelas and Sen. Bob Graham. The fact that another jetport wasn't needed didn't stop the County Commission from handing a no-bid lease to a bunch of politically connected home builders with deep campaign pockets but not a clue how to make an airport.

Penelas's vote was central to the Homestead air base giveaway, and he continues to be one of the project's most visible boosters. He is also a key supporter and fund raiser for Al Gore's campaign. Get the picture? For Gore to speak out against the jetport would be like kicking Penelas in the shins, and Gore needs Penelas too much to do that. But Gore also needs the "enviro" vote, so he likewise can't afford to support the jetport.

Therefore, braced with South Florida's most controversial environmental issue, the environmental vice president has elected to wimp out and keep quiet. Too bad, because lots of voters are curious to know where he stands.

Those who favor the jetport say it's necessary to revitalize the economy of Hurricane-ravaged South Dade. But how many times have we heard this line? Wasn't the motor speedway supposed to revitalize South Dade?

Hurricane Andrew struck almost eight years ago, yet it remains a shopworn excuse for any half-baked scheme that wildly promises jobs while enriching a few plugged-in entrepreneurs. Homestead is in deep trouble if it's banking on HABDI, the group that received the controversial air-base lease. Not only the EPA but Interior Secretary Bruce Babbitt has come out against the airport.

So have several communities in the nearby Upper Keys, where there's widespread concern over the air pollution and noise that accompany hundreds of daily takeoffs and landings.

Picture even a down-scaled version of Miami International Airport on the shore of south Biscayne Bay and the rim of the Everglades, and you can understand why folks are so worried.

LOW-IMPACT USE NEEDED

It's also easy to understand the frustrations in Homestead, which was smacked hard by the Air Force pullout. The challenge is to figure out a profitable, low-impact use for the base that won't threaten the fragile parks, or scare off the thousands of tourists who flock there. Collier family interests have proposed a resort and office park for the base site. Another group says it would be perfect for launching commercial satellites.

The jetport scheme might be in trouble, but those behind the project have the clout to keep it alive. Gore might be able to duck the controversy before the March primary, but it's not likely to go away before November.

If he doesn't take a stand soon, we can assume that the self-proclaimed green candidate isn't referring to the green of the Everglades, but rather the green that Alex Penelas is stuffing into Democratic coffers.

Homestead poll: no new airport

Protect the environment, public says

BY MARTIN MEZER
mezer@herald.com

Fearing significant damage to the environment, residents of South Miami-Dade County resoundingly prefer homes and office buildings rather than a commercial airport at the site of the former Homestead Air Force Base, according to a poll released Monday.

The new Louis Harris poll, commissioned by two environmental groups, found that 57 percent of those surveyed would like to see diversified development of the site, even if it produces fewer new jobs than a commercial airport.

Only 30 percent would devote the site to development of an airport that would relieve congestion at Miami International Airport. Supporters of that option say it would create 38,000 jobs in South Miami-Dade and $1 billion in annual payroll within 25 years.

The Air Force base was closed after Hurricane Andrew largely destroyed it in 1992. Part of the site has been employed as an Air Reserve base as federal, state and local officials sought a new use for the other 1,842 acres.

FOR AND AGAINST

Many civic and business leaders support development of the commercial "reliever" airport. Many environmental activists, noting the proximity of Everglades and Biscayne national parks, oppose that plan.

In the survey, 94 percent of local residents said a clean, quiet environment was important to their families — a result that is not surprising. When asked to choose between new jobs or a clean environment, 59 percent opted for the clean environment.

"Obviously, the case hasn't been made for a reliever airport," said Harris, who conducted the poll for the Sierra Club and the Natural Resources Defense Council. "People do want some development to take place, but they definitely prefer a more diversified approach."

The poll of 1,002 adults was conducted between Feb. 17 and 22. It included residents from Key Largo through the Homestead area. The margin of error was 3 percentage points.

DUELING POLLS

Six months ago, the Homestead-Florida City Chamber of Commerce hired an investment banking group to conduct a one-question survey of 300 local residents who live near the former Homestead Air Force Base.

• "Do you support commercial aviation as part of South Dade's economic development of Homestead Air Force Base?"

Response: Yes, 66 percent. No, 31 percent.

Between Feb. 17 and 22, commissioned by the Sierra Club and the Natural Resources Defense Council, pollster Louis Harris asked 1,002 South Miami-Dade residents 23 questions about the local environment and economy. The survey culminated with these questions:

• "Now, if you had to choose what to do with the Homestead Air Reserve Base, would you prefer to build a commercial reliever airport, which might provide more jobs in Dade County, or a mixed-use alternative, which would also provide new jobs and residential properties and would be far less harmful environmentally?"

Response: Mixed-use alternative, 57 percent. Commercial reliever airport, 30 percent. Not sure, 13 percent.

• "All in all, then, would you favor or oppose the building of a new reliever airport in the old Homestead Air Reserve Base?"

Response: Oppose, 50 percent. Favor, 44 percent. Not sure, 6 percent.

Harris said the result showed a narrowed margin compared with the previous question because it offered no alternative to the reliever airport.

002885

Mrs. David T Dort
39 Island Drive
Key Largo, Florida 33037 March 3, 2000

Defense Secretary William S Cohen
Washington, D C
Dear Secretary Cohen:

I want to urge you to stop the plan to construct a commercial airport on the Air Force Base at Homestead, Florida. It would create air and noise pollution which would be disastrous for our two wonderful National Parks just a few miles away – Everglades and Biscayne.

There is an alternative – the Collier-Hoover plan – which would create jobs; a world-class aquarium, golf course and hotels – with no resulting harm to the environment.

Yours truly,
Patricia C Dort

002886

Mrs. David T Dort
39 Island Drive
Key Largo, Florida 33037
February 7, 2000

Secretary F. Whitten Peters
Secretary of the Air Force
1670 Air Force Pentagon
Washington, D.C.

Dear Secretary Peters

I am seriously concerned about the future of the Homestead Air Force Base in Florida. We feel that the proposal by the Air Force to convert it to a commercial airport would be disastrous for south Florida and the northern Florida Keys. The noise and air pollution would be very harmful to the wonderful national parks here – Everglades and Biscayne, and Pennekamp Coral Reef, – as well as affecting the quality of life of the residents.

We hope that the Air Force will accept instead the alternate plan, proposed by the Collier Resources Co. of Naples and the Hoover Environmental Group to develop the area with a world-class aquarium, hotels, golf courses and professional buildings. This plan would provide jobs and be an environmental and economic asset to the community.

We hope the Air Force will accept this good solution to the problem.

Yours truly,
Patricia C. Dort

John R. Larsen

002899

SECRETARIAT
2000 MAR -6 PM 1:42

3/3
~~February 20~~, 2000

Defense Secretary, William S Cohen
1000 Defense Pentagon,
Washington, DC 20301

Re. Homestead Air Force Base Homestead, Florida

Dear Mr. Cohen,

Recently, the Air Force released an environmental impact study relative to a plan to convert the existing base to a commercial, industrial airport with an estimated 230,000 annual operations The result is almost one flight every two minutes over the Everglades, Biscayne National Park and our community, the Ocean Reef Club on the Northern tip of Key Largo.

It is no exaggeration to say that such an airport would dangerously pollute the two neighboring national parks aforementioned as well as a half dozen other protected areas in this unique part of the country

There are other proposals to develop the Homestead base for mixed commercial and residential uses that would be more compatible to the area and would produce the same economic boost to the local economy Also, there are other viable sites for a commercial, airport that would not impact the national parks

The public comment period for the Air Force's draft environmental study closes on March 7, 2000 I urge you to express your concerns to the Air Force and the Clinton Administration regarding proper use of the Homestead base Please

Sincerely yours,

John R Larsen

U03162 /00

Ocean Reef Club, 9 Perky Road, Key Largo, FL 33037 Phone (305) 367-2571 FAX (305) 367-3517

Green Al's Turning Pale Shade of Yellow

By CARL HIAASEN
Miami Herald Columnist

[Editor's Note: The Homestead Air Base hasn't quite become a national political issue yet, thanks to the reluctance of the Vice President Al Gore to face the facts. At least that's the opinion of Miami Herald columnist Carl Hiaasen in his Feb. 27 column.]

Vice President Al Gore who claims the greenest pro environmental credentials of all the presidential candidates, is showing a flash of yellow.

A pro Gore rally here in South Florida was suddenly canceled last week by Carol Browner, head of the Environmental Protection Agency. Local conservation groups planned to use the occasion to tweak Gore into taking a position on the huge commercial jetport that's been proposed for South Dade.

Browner, who opposed the jetport, said a scheduling conflict — not the planned demonstration — caused her to cancel the Hollywood campaign rally. Maybe that's true. Or maybe Gore's handlers merely wanted to avoid a scene. With the Florida primary looming, it would look bad for the vice president to be picketed by the Audubon Society.

Gore's opponent, Bill Bradley, recently said he would not support development of a commercial airport at the old Homestead Air Force Base because of its sensitive location between Biscayne National Park and Everglades National Park.

By contrast, "Green Al" Gore had this to say: I would urge the continued discussion of how a balanced solution can be found that can help the community without hurting the environment."

Mush. You like the Homestead airport concept, or you don't. There are votes to be gained from either position. All that remains is for Gore to choose one.

Why won't he? Because it's easier not to.

From its shady beginnings, the airport has been a pet project of prominent Democrats, among them Miami-Dade Mayor Alex Penelas and Sen. Bob Graham. The fact that another jetport wasn't needed didn't stop the county commission from handing a no-bid lease to a bunch of political by connected home builders with deep campaign pockets but not a clue how to make an airport.

Penelas's vote was central to the Homestead air base giveaway, and he continues to be one of the project's most visible boosters. He is also a key supporter and fund raiser for Al Gore's campaign. Coincidence? Fear Gore to speak out against the jetport would be like kicking Penelas to the shins, and Gore needs Penelas too much to do that. But Gore also needs the enviro vote, so he likewise can't afford to support the jetport.

Therefore, braced with South Florida's most controversial environmental issue, the environmental vice president has elected to wimp out and keep quiet. Too bad, because lots of voters are curious to know where he stands.

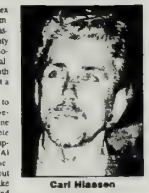
Those who favor the jetport say it's necessary to revitalize the economy of hurricane-ravaged South Dade. But how many times have we heard this line? Wasn't the motor speedway supposed to revitalize South Dade?

Hurricane Andrew struck almost eight years ago, yet it remains a shopworn excuse for any half-baked scheme that wildly promises jobs while enriching a few plugged-in entrepreneurs. Homestead is in deep trouble if it's banking on HABDI, the group that received the commercial air base lease. Not only the EPA but Interior Secretary Bruce Babbitt has come out against the jetport.

So have several communities in the nearby Upper Keys, where there's widespread concern over the air pollution and noise that accompany hundreds of daily takeoffs and landings.

Picture even a down-scaled version of Miami International Airport on the shore of south Biscayne Bay and the rim of the Everglades, and you can understand why folks are so worried.

(Turn to HIAASEN, Page 9)



Carl Hiaasen

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002900

Written Comment Sheet
Public Hearings for Homestead Draft SEIS

Thank you for your input Date: February 28, 2000

To Whom It May Concern:

Not too many years a go the state of Florida spent millions of dollars buying privately owned land in North Key Largo, to preserve and protect the area from future development, which would inevitably cause pollution beyond reasonable control and thus damage irreversibly the only living reef in North America. This was a great idea and welcome by the taxpayers.

Today we are confronted with a new proposal to develop a huge commercial airport in Homestead, Fl. The by products from such an operation would be counterproductive to all that has been accomplished to save the parks, reefs, and mangroves from further damage.

In short, I am truly concerned and in total opposition to this proposed commercial airport in Homestead, FL. Please review the Collier-Hoover plan, which would create many jobs without disturbing the pristine waters that are necessary for keeping the only living reef in North America alive.

Sincerely,

Bradley P. Noyes

Gail B. Noyes

NAME: Bradley & Gail Noyes
ADDRESS: 114 Andros Road
CITY: Key Largo
STATE, ZIP CODE: FL, 33037

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it on the Final SEIS. Providing this information will be considered consent to publish it.

Please hand this form in or MAIL BEFORE March 7, 2000 to

Homestead SEIS
AFBCA-EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

THANK A VETERAN

February 7, 2000

We urgently need your help to stop the construction of a major commercial airport just a few miles from two national parks. In addition to being a resident of KEY LARGO, FL I am a member at Ocean Reef in Key Largo, Florida. We, of the Ocean Reef community, are gravely concerned about the environmental repercussions of the Air Force's proposed transfer of the Homestead Air Reserve Base in Florida to Miami-Dade County for development of a large commercial airport. It is no exaggeration to say that such an airport would dangerously pollute two neighboring national parks, Biscayne National Park and Everglades National Park, along with at least a half-dozen other protected natural areas in this unique part of the country.

We strongly believe that the development of a commercial airport at the Homestead site will cause unacceptable amounts of noise and air pollution to this area. There are alternative proposals to develop the Homestead base for mixed commercial and residential use that would be far more compatible with the adjacent national parks, while still providing an economic boost to the local area. Also, there appear to be alternative sites for development of additional commercial airport capacity in South Florida.

Under the Air Force's draft environmental impact study, the commercial airport is estimated to have over 230,000 annual operations. The result is almost one flight every two minutes over the Everglades, Biscayne National Park and our community. The commercial airport will result in tons of toxic air emissions daily (much of which will be deposited into Biscayne Bay), lead and other hazardous chemicals washing into the soil and water, and thousands of acres of land and wildlife habitat paved over into industrial and residential sprawl.

The public comment period for the Air Force's draft environmental study closes on March 7, 2000. The Air Force may soon thereafter make its decision about what alternative it will choose. We urge you to express your concerns to the Air Force and the Clinton Administration regarding the proposed use of the Homestead base. We hope you will speak for Bradley, to represent to the Air Force and commercial airport and to support of a more reasonable development project for Homestead FL which strikes a balance between needed economic development and preservation of our national environmental treasures.

In advance, we thank you for your time and interest in this important issue.

Sincerely,

Bradley and Gail Noyes

Bradley P. Noyes
114 Andros Rd.
Key Largo, FL 33037-5204

002914

Edwin & Adriana Bitter
The Ocean Reef Club
27 East Snapper Point Road
North Key Largo, Florida 33037

2000 MAR -2 AM 11:34

February 28, 2000

William S. Cohen
Secretary of Defense
1000 Defense Pentagon
Washington DC 20301

Dear Secretary Cohen:

We urgently need your help to stop the construction of a major commercial airport just a few miles from two national parks. In addition to being a resident of New York, we have a home at Ocean Reef in Key Largo, Florida. We, of the Ocean Reef community, are gravely concerned about the environmental repercussions of the Air Force's proposed transfer of the Homestead Air Reserve Base in Florida to Miami-Dade County for development of a large commercial airport. It is no exaggeration to say that such an airport would dangerously pollute two neighboring national parks, Biscayne National Park and Everglades National Park, along with at least a half-dozen other protected natural areas in this unique part of the country.

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As you can see by the enclosed material, our own Department of the Interior is against the decision.

The current proposal is to give the land to Miami-Dade County (where corruption already abounds) and we understand Miami-Dade has already awarded the contract, with no open bidding, to a selected Land Developer.

U03081 /00

Edwin & Adriana Bitter
The Ocean Reef Club
27 East Snapper Point Road
North Key Largo, Florida 33037

The public comment period for the Air Force's draft environmental study closes on March 7, 2000. The Air Force may soon thereafter make its decision about what alternative it will choose. We urge you to express your concerns to the Air Force and the Clinton Administration regarding the proper use of the Homestead base. We hope you will speak forcefully in opposition to the proposed commercial airport and in support of a more reasonable development project for Homestead, which strikes a balance between needed economic development and preservation of our national environmental treasures.

In advance, we thank you for your time and interest in this important issue.

Sincerely,

Adriana Scalamandré Bitter

Battling The Airport

By HARLEN BROWN
Free Press Staff Writer

HOMESTEAD — Upper Keys residents and Ocean Reef Club members joined an overflow crowd at South Dade High School Tuesday night to protest the proposal to convert the former Homestead Air Force Base into a commercial airport.

Ocean Reef residents filled three buses and many drove their own vehicles to attend the first of five public hearings on the Supplemental Environmental Impact Study drafted by the U.S. Air Force and the Federal Aviation Administration.

The Air Force and FAA have said the former base could be turned over to Miami-Dade County for conversion as a commercial airport without a significant impact on the surrounding environment.

However, proposed flight paths show hundreds of daily cargo and commuter planes traveling over the Upper Keys, Florida Bay and the Florida Keys National Marine Sanctuary.

Harlen Brown photo

Upper Keys residents sign petitions opposing a commercial airport in Homestead Tuesday night.

Many in attendance were bearing signs, wearing T-shirts and donning buttons that proclaimed their opposition to a commercial airport.

On the other side were those who came came with buttons and T-shirts emblazoned with the words "AIRPORT = 38,000 JOBS." The federal government had promised South Dade the economic boom of an airport after Hurricane Andrew and many local residents were there to demand it.

After a brief introduction by

(Turn to AIRPORT, Page 6)

Write Your Congressman, ORCA Says

By HARLEN BROWN
Free Press Staff Writer

A show of force in opposition to a commercial airport at the former Homestead Air Force Base was embodied by more than 300 residents who attended a town meeting hosted by the Ocean Reef Community Association Friday, Jan. 28.

The big message of the meeting: Write to your congressman and express your opposition to the airport.

ORCA Chairman Pete Shields addressed the group, warning that the quiet lifestyle they have come to expect at Ocean Reef could soon be violated by the sounds of commuter and cargo planes over their

(Turn to ORCA, Page 8)

1 of 6

Nature Conservancy Study

Florida Keys Ecosystem

Priority 3

Monroe County

Purpose for State Acquisition
The unique pine rocklands and hardwood hammocks of the Florida Keys, forests of West Indian plants that shelter several extremely rare animals, are being lost to the rapid development of these islands. The Florida Keys Ecosystem project will protect all the significant unprotected hardwood hammocks left in the Keys and many rare plants and animals, including the Lower Keys marsh rabbit and Key deer. It will also help protect the Outstanding Florida Waters of the Keys, the recreational and commercial fisheries, and the reefs around the islands, and also give residents and visitors more areas for enjoying the natural beauty of the Keys.

Managers
Florida Game and Fresh Water Fish Commission (13 sites); Division of Recreation and Parks, Florida Department of Environmental Protection (13 sites).

General Description
This project includes most of the remaining unprotected rockland hammocks (tropical hardwood hammocks) in the Lower Keys from South Key Largo to Sugarloaf Key. It is important to many rare plants and animals and consists of 17 sites in the Upper and Middle Keys encompassing the remaining fragments of unprotected tropical hardwood hammock greater than 12.5 acres. The project includes habitat for migratory birds and virtually all remaining Lower Keys marsh rabbits, Key deer, and the state-threatened white-crowned pigeon. In all, it provides habitat for at least 24 species of rare vascular plants and 29 rare animals. Many archaeological and historical sites are recorded from the area. All the project sites are threatened by intense development in the Keys.

Public Use
The tracts will become botanical sites, parks, and wildlife and environmental areas. Some will offer camping, swimming, hiking, and boating, while others will be suitable only for nature appreciation.

Acquisition Planning and Status
Hammocks of the Lower Keys and Tropical Flyways were combined to form Florida Keys Ecosystem in 1995.
Hammocks of the Lower Keys: No phasing is recommended; however, some sites are extremely vulnerable to immediate development: Cudjoe Key—Kephart tract; Big Torch Key—Outward Bound/Stelmok tract (acquired); Summerland Key—the area around the pond; and Little Torch Key—Torch Key Estates Subdivision (acquired). Estimated acreage for each site are: Cudjoe Key, 38 acres; Big Torch Key, 450 acres; Little Torch Key, 217 acres; Summerland Key, 20 acres; Sugarloaf Key, 2711 acres; Little Knockemdown

FNAI Elements	
PINE ROCKLAND	G1/S1
Garber's spurge	G1/S1
Sand flax	G1G2/S1S2
COASTAL ROCKLAND LAKE	G2/S1
Prickly-apple	G2G3T2/S2
Porter's broom spurge	G2T2/S2
Key deer	G5T1/S1
Key ringneck snake	G5T1/S1
56 elements known from project	

Placed on list	1992
Project Area (Acres)	7,611
Acres Acquired	918
at a Cost of	$38,063,478
Acres Remaining	6,693
with Estimated (Tax Assessed) Value of	$39,906,572

This is a list of flora/fauna found at Torchwood Hammock Preserve

BIRDS**

ied-billed grebe
rown Pelican
ouble-crested cormorant
lagnificent frigatebird
reat blue heron
reat Egret
nowy Egret
eddish egret
eddish Egret(white form)
attle egret
ri-colored Egret
ittle blue heron
reen-backed Heron
ellow-crowned night heron
lossy ibis
hite ibis
oseate spoonbill
lue-winged teal
urkey Vulture
harp-shinned hawk
ed-shouldered hawk
road-winged hawk
wainson's hawk
arsh hawk
sprey
eregrine falcon
erlin
merican Kestrel
angrove cuckoo
ommon highthawk
huck-will's widow
ruby-throated hummingbird
eited Kingfisher
ed-bellied Woodpecker
ray kingbird
ree swallow
arn swallow
orthern mockingbird
ray catbird
rown Thrasher
lue-gray gnatcatcher
tarling
lapper rail
ommon gallinule
merican coot
emipalmated plover
ilson's plover
illdeer
lack-bellied plover
uddy turnstone
illet
Greater yellowlegs
Lesser yellowlegs
Least Sandpiper
Dunlin
Dowitcher
Semipalmated sandpiper
Western sandpiper
Black-necked stilt
American avocet
Herring gull
Ring-billed gull
Laughing gull
Forster's tern
Common tern
Royal tern
Black skimmer
White-crowned pigeon
Rock dove
Mourning dove
Ground dove
Eurasian collared dove
White-eyed vireo
Black-whiskered vireo
Red-eyed vireo
Black and white warbler
Northern parula warbler
Yellow warbler
Magnolia warbler
Cape May warbler
Black-throated blue warbler
Yellow-rumped warbler
Black-throated green warbler
Yellow-throated warbler
Prairie Warbler
Palm Warbler
Ovenbird
Northern waterthrush
Common yellowthroat
American Redstart
Red-winged blackbird
Northern oriole
Common grackle
Cardinal
Indigo bunting
American goldfinch

**Seasonal observations by Marge Brown

MANY OF THESE ARE ENDANGERED
THERE ARE 5 FISH, ANIMALS, BIRDS + MAMMAL ALSO IN FLIGHT PATH OF PROPOSED AIRPORT.

3 of 6

APPENDIX B: Torchwood Preserve Species List

UPLAND TREES
(Compiled from Charles Hilsenbeck, Arthur Weiner, and Robert Ehrig)

Scientific Name	Common Name	Family
Amyris elemifera	Torchwood	Rutaceae
Ardisia escallonioides	Marlberry	Myrsinaceae
Avicennia germinans	Black Mangrove	Avicenniaceae
Ateramnus lucidus	Crabwood	Euphorbiaceae
Baccharis halimifolia	Groundsel	Asteraceae
Bourreria ovata	Bahama Strongbark	Boraginaceae
Bourreria radula	Rough Strongbark	Boraginaceae
Bumelia celastrina	Saffron Plum	Sapotaceae
Bumelia salicifolia	Willow Bustic	Sapotaceae
Bursera simaruba	Gumbo Limbo	Burseraceae
Byrsonima lucida	Locustberry	Malpighiaceae
Calyptranthes pallens	Spicewood	Myrtaceae
Capparis cynophallophora	Jamaica Caper	Capparaceae
Capparis flexuosa	Limber Caper	Capparaceae
Casasia clusiifolia	7 Year Apple	Rubiaceae
*Casuarina cuninghamii	Australian Pine	Casuarinaceae
*Casuarina equisetifolia	Australian Pine	Casuarinaceae
Coccoloba diversifolia	Pigeon Plum	Polygonaceae
Coccoloba uvifera	Seagrape	Polygonaceae
Conocarpus erecta	Buttonwood	Combretaceae
Crossopetalum rhacoma	Rhacoma	Celastraceae
Dodonea viscosa	Varnish-leaf	Sapindaceae
Drypetes diversifolia	Milkbark	Euphorbiaceae
Erithalis fruticosa	Black Torch	Rubiaceae
Eugenia axillaris	White Stopper	Myrtaceae
Eugenia foetida	Spanish Stopper	Myrtaceae
Exothea paniculata	Inkwood	Sapindaceae
Ficus aurea	Strangler Fig	Moraceae
Ficus citrifolia	Shortleaf Fig	Moraceae
Forestiera segregata	Privet	Oleaceae
Guapira discolor	Blolly	Nyctaginaceae
Gymnanthes lucida	False Boxwood	Celastraceae
Hippomane mancinella	Manchineel	Euphorbiaceae
Jacquinia keyensis	Joewood	Theophrastaceae
Krugiodendron ferreum	Black Ironwood	Rhamnaceae
Laguncularia racemosa	White Mangrove	Combretaceae
Lantana involucrata	Lantana/Wild Sage	Verbenaceae
*Leucaena leucocephala	Jumbie Bean/Leadtree	Fabaceae
Manilkara bahamensis	Wild Dilly	Sapotaceae
Maytenus phyllanthoides	Mayten	Celastraceae
Metopium toxiferum	Poisonwood	Anacardiaceae
Myrica cerifera	Wax Myrtle	Myricaceae
Myrsine floridana	Myrsine	Myrsinaceae
Piscidia piscipula	Jamaica Dogwood	Fabaceae

UPLAND TREES (continued)

4 of 6

Scientific Name	Common Name	Family
Pithecellobium guadalupense	Blackbead	Fabaceae
Psidium longipes	Long-Stalked Stopper	Myrtaceae
Randia aculeata	Randia/Indigo Berry	Rubiaceae
Reynosia septentrionalis	Darling Plum	Rhamnaceae
Rhizophora mangle	Red Mangrove	Rhizophoraceae
Schinus terebinthifolius	Brazilian Pepper	Anacardiaceae
Savia bahamensis	Maiden Bush	Euphorbiaceae
Sophora tomentosa	Necklace Pod	Fabaceae
Suriana maritima	Bay Cedar	Surianaceae
Thespesia populnea	Cork Tree	Malvaceae
Ximenia americana	Hogplum	Olacaceae

SHRUBS AND HERBS

Agalinis maritima		Scrophulariaceae
Aster tenuifolius var. sphyllus	Aster	Asteraceae
Bidens alba var. radiata	Spanish Needles	Asteraceae
Borrichia arborescens	Sea Oxeye	Asteraceae
Borrichia cubana	Sea Oxeye/Sea Daisy hybrid	Asteraceae
Borrichia frutescens	Sea Daisy	Asteraceae
Capraria biflora		Scrophulariaceae
Cassia chapmanii	Bahama Senna	Fabaceae
Chamaesyce porteriana var. scoparia	A Spurge	Euphorbiaceae
Chiococca alba	Snowberry	Rubiaceae
Emodea littoralis	Golden Creeper	Rubiaceae
Eustoma exaltatum	Seaside Gentian	Gentianaceae
Flaveria linearis	Yellowtop	Asteraceae
Gossypium hirsutum	Wild Cotton	Malvaceae
Limonium carolinianum	Sea Lavender	Plumgaginaceae
Lycium carolinianum	Christmas Berry	Solanaceae
Morinda royoc	Yellowroot/Cheese Plant	Rubiaceae
Philoxerus vermicularis	Beach Carpet	Amaranthaceae
Sesuvium portulacastrum	Sea Purslane	Aizoaceae
Solanum bahamense	Bahama Nightshade	Solanaceae
Solanum erianthum	Potato Tree	Solanaceae

5 of 6

MAMMALS

Scientific Name	Common Name
Odocoileus virginianus clavium	Key Deer
Procyon lotor auspicatus	Raccoon

INVERTEBRATES

Scientific Name	Common Name
Apis mellifera	Honey Bee
Batillaria minima	Black Horn Shell
Carlon sp.	White Salt Marsh Snail
Cerithidea spp.	Horn Shells
Gasterocantha cancriformis	Crab Spider
Melampus coffeus	Coffee Bean Snail
Nephila clavipes	Golden Orb Weaver
Ligia baudiniana	Sea Roach
Precis lavinia zonalis	Tropical Buckeye Butterfly
Uca sp.	Fiddler Crab

REPTILES

Anolis carolinensis	Green Anole
Anolis sagrei steinegeri	Key West Anole
Cnemidophorus sexlineatus sexlineatus	Six-lined Racerunner
Coluber constrictor priapus	Southern Black Racer
Hemidactylus garnoti	Indo-Pacific Gecko
Sphaerodactylus notatus notatus	Florida Reef Gecko

*Non-native; to be removed

6 of 6

CACTUS & SUCCULENTS

Scientific Name	Common Name	Family
Agave decipiens	Century Plant	Agavaceae
Batis maritima	Saltwort	Batacaceae
Opuntia spinosissima	Semaphore Cactus	Cactaceae
Opuntia stricta	Prickly Pear	Cactaceae
Salicornia bigelovii	Annual Glasswort	Chenopodiaceae
Salicornia virginica	Woody Glasswort	Chenopodiaceae
Suaeda linearis	Sea Blite	Chenopodiaceae

VINES

Cynanchum blodgettii		Asclepeadeneae
Passiflora suberosa	Corky-Stemmed Passion Flower	Passifloraceae
Sarcostemma clausum	Milkweed Vine	Asclepeadeneae
Urechites lutea	Wild Alamanda	Apocynaceae

PINES, PALMS AND PALMETTOS

Coccothrinax argentata	Silver Palm	Palmae
Sabal palmetto	Cabbage Palmetto	Palmae
Thrinax morrisii	Brittle Thatch Palm	Palmae
Thrinax radiata	Florida Thatch Palm	Palmae

EPIPHYTES

Tillandsia utriculata	Giant Wild Pine	Bromeliaceae
Tillandsia flexuosa	Banded Wild Pine	Bromeliaceae
Tillandsia circinata	Wild Pine	Bromeliaceae

GRAMINOIDS

Andropogon glomeratus	Broom-sedge	Poaceae
Cenchrus incertus	Sandspur	Poaceae
Distichlis spicata	Saltgrass	Poaceae
Eustachys petrea	Finger Grass	Poaceae
Fimbristylis castanea	Fringe Rush	Cyperaceae
Fimbristylis spathacea	Hurricane Grass	Cyperaceae
Monanthochloe littoralis	Key Grass	Poaceae
Setaria macrospermum	Foxtail Grass	Poaceae
Spartina spartinae	Cordgrass	Poaceae
Sporobolus virginicus	Dropseed	Poaceae
Paspalum setaceum		Poaceae
Paspalum blodgettii		Poaceae

:° FAX 3053673116

Airport plans cause concern in Upper Keys

By HARLEN BROWN
Citizen Upper Keys Bureau

HOMESTEAD – The dawning of the new millennium could bring a major commercial airport to the former Homestead Air Force Base, and place the Upper Keys directly under the corridor of hundreds of daily cargo and commuter flights.

Some Florida Keys officials and environmentalists worry that pollution, noise, congestion and underwater damage to the county's fragile ecosystem soon could be arriving daily, too.

In the just-released environmental impact study on the base's redevelopment, the U.S. Air Force and Federal Aviation Administration say that converting the old Homestead air base into a commercial airport is not likely to cause significant noise and water pollution problems for the adjoining two national parks.

It recommends a number of measures to help reduce the airport's environmental impact, including relocating flight corridors away from Biscayne and Everglades national parks, which are to the east and west of the base. A north-south corridor, however, could place the Keys along the flight path.

Alan Farago, chairman of the Sierra Club Miami Group, was not happy with the 64-page executive summary of the report made available last week.

His group and other environmentalists have protested the plans of Miami-Dade officials to allow Homestead Air Base Development Inc. to run a commercial airport between two national parks.

"The report has essentially declared war on our national parks, and we are ready to go to war," Farago said. "I think this is going to be a knock-down, drag-out battle, and if

NORA WILLIAMS: County commissioner says Keys lack the size and money to have the political clout needed.

the report is true, its very disappointing."

Farago said every angler and guide who fishes Biscayne Bay or Florida Bay should attend the public hearings on the report, which are scheduled to begin the first week of February.

"I believe they are doing it quickly to minimize the chance of opposition organizing," Farago said. "I feel it is a big issue to the Keys and plan to make some presentations there on the impact of this study before the hearings. In fact, we are going to try to get them to hold hearings in the Keys as well as Miami and Homestead."

Although the report was proposed in 1997 to study the impact of a commercial airport on the surrounding environment, three other redevelopment plans were subsequently proposed and examined.

All three, none of which includes an airport, would have less impact on the environment, the report found.

One redevelopment proposal was offered by the Hoover Environmental Group, headed by Lacey Hoover Chase of North Key Largo. Chase's group presented plans to convert the base into a eco-tourist theme park, called WetLands, which would include a large aquarium and marine research facilities.

Three major space companies proposed building a private spaceport on the old base, from which to conduct one or

See AIRPORT Page 9A

02/08/00 17:17 FAX 3053673116

AIRPORT

From Page 1A

two launches of satellites per week.

A third proposal came from the Collier family of Naples, which offered to relinquish its mineral rights in the Big Cypress National Reserve for the right to build a $17 million office park with hotels and golf courses on the air base site.

Ray Cowley, a spokesman for the Collier family, fears an airport would require costly buffers to prevent damage to the ecosystem.

"It looks like a huge amount of money will have to be spent to deal with the environmental impact," he said.

Indeed, the report offers a number of recommendations for cutting back on the airport's impact, including relocating flight corridors away from the national parks.

That, however, has become a matter of immediate concern for Monroe County residents and conservationists, since those flights could be diverted over the Keys and Florida Bay.

"Doesn't anyone care about Monroe County?" asked Mary Barley, an Islamorada resident and chair of the Everglades Foundation. "Here we are again. We are going to get the brunt of the noise and pollution.

"If they can't impact Biscayne Bay and the Everglades, they are going to fly over us," Barley said. "Ocean Reef, Key Largo and Islamorada are going to be a part of that flight pattern."

"Everything that happens in South Florida has an impact on the Florida Keys, and this will have an impact on us since it will cause more pollution, more congestion and more noise."

– Shirley Freeman
county mayor

Monroe County officials have not taken a public stand on the planned conversion. But they say the Florida Keys has a significant stake in the matter.

"Everything that happens in South Florida has an impact on the Florida Keys, and this will have an impact on us since it will cause more pollution, more congestion and more noise," County Mayor Shirley Freeman said.

Commissioner Nora Williams echoed those sentiments.

"This is of tremendous concern to the people of Monroe County," Williams said.

Williams said many have long suspected that flights would travel directly over Key Largo.

"Our problem is we don't have the political clout to be truly considered, and that's not acceptable," Williams said. "What they have to do is quit pretending that we are not a critical part of this equation. We are important. We just lack the size and the money to have the political pull we need."

Miami-Dade and Homestead officials are pleased with the plans for the airport.

They see it as a major economic boost to the South Dade area, which has suffered considerable financial setbacks since Hurricane Andrew struck in 1992.

After the public comment is received on the study, the Air Force and FAA will present a final draft and make a recommendation by the end of the year.

U.S. Department of Interior Endorses Mixed Use For Base

By BILL HACKELTON
Exec. Dir. of Communications

By this date, the U.S. Air Force Base Closing Authority in Arlington, Va., was expected to receive many letters, e-mails and faxes from all over South Florida, including Ocean Reef, voicing opposition to a commercial airport in Homestead.

No doubt a good many of the responses received by the Air Force favor an environmentally responsible use of the former military base — a use that will protect the nearby national parks.

It's a good bet a good portion of those letters came from the hearts of rank and file citizens, people who love the parks for their beauty and recreation. They wrote because it was the right thing to do, because they share a concern about the fragility of the parks and they want to preserve their heritage for the enjoyment and wonder of generations yet unborn.

Other letters would have come from persons charged with protecting our national treasures, persons in the position to know what would be the best course of action because their jobs are to know the effects of "A" when it causes "B."

One such letter — addressed to Ms. Shirley Curry in the AFBCA's External Affairs Office — filled with cause and effects facts was the communication dated Feb. 1 from Donald J. Barry, assistant secretary for Fish and Wildlife and Parks for the U.S. Department of the Interior.

On three separate occasions, Barry's letter reminds the Air Force of its stated goal "to dispose of this surplus property in a manner that supports local community plans for economic revitalization of south Florida and protects Biscayne Bay and the nearby national parks."

With that rather frequent reminder, Barry's 11-page correspondence goes on to provide a wealth of fact-based reasons why a busy airport in the middle of an environmentally sensitive area is not rational thinking.

The Department of the Interior, through Barry's letter, endorses one of the mixed-use proposals for the base's lands. A market-driven combination of residential, recreational, light industrial and commercial would be such a use, as is the specific mixed-use plan to create unique educational, recreational and tourism opportunities, such as that of the Collier Resources Company and Hoover Environmental Group.

Barry's letter identifies the immediate and lasting benefits offered by the Collier-Hoover alternative, saying such use will avoid adverse impacts on the national parks and potential impacts to wildlife, that it offers additional environmental benefits in the form of oil and gas rights in Big Cypress National Preserve, and that it avoids potential disruption of future Everglades restoration activities, all while offering substantial economic benefits to south Florida.

Among his concerns about locating a commercial airport in Homestead, Barry lists airspace safety and noise, land use and aesthetics, air quality, stormwater routing and increased groundwater contaminants.

He also lists potential negative environmental impacts a commercial airport could have on the surrounding area. Those include: significant derogation of natural soundscapes in the national parks which will adversely effect visitor enjoyment, biologic resources and disruption of nesting and migration patterns of birds, increases in contaminants in Biscayne Bay, increases in nitrogen deposition in Biscayne and Everglades National parks, and loss of important farmland through secondary development, among others.

Through their jobs and through the combined knowledge and experience of their department's staff, Donald J.

Support Collier-Hoover Plan Revitalize South Dade Sensibly:

FREE EXPRESSION
By [illegible]
Reef Press Managing Editor

Urban sprawl on the doorstep to the Keys will be the sad irony of a Homestead airport. This proposed commuter and cargo airport will spawn an industrial monster, with all the beauty of Miami International Airport and its outskirts, right between Everglades and Biscayne national parks.

Sure, jobs will be created, and South Dade's economy will boom. And so too will the skies over the Keys, Florida Bay and the National Marine Sanctuary — every few minutes with the rumble of planes.

There will come a population boom as well, pushing the infrastructure of South Dade and the Upper Keys to the breaking point and beyond.

How many lanes will have to be added to U.S. 1 to support the amount of traffic that will come?

The U.S. Air Force's goal is to transfer the former air base to South Dade in a manner that supports economic revitalization and protects nearby national parks.

Some say South Dade has suffered an estimated loss of $400 million annually since the air base closed after Hurricane Andrew. The community was promised an airport in 1993 as part of a recovery plan.

But South Dade is not an economic disaster area today. According to a September 1999 Greater Homestead-Florida City Chamber of Commerce report, the resilient community has more businesses and about the same number of jobs now as before.

So how much revitalization is really needed? Isn't there a better option? Yes, there is. Turn the base over to the Collier-Hoover groups for an economic boom that doesn't send shock waves through the ecosystem.

In the interest of both the environment and jobs, Collier Resources Company and the Hoover Environmental Group have agreed to support each other's proposals for redeveloping the base over the airport plan. The two groups have merged.

The Collier group has proposed a 20-year mixed commercial and residential development project that would include professional buildings, two 18-hole golf courses, a water park and more than 1,000 hotel rooms.

The Hoover group wants to turn a portion of the base into an eco-tourism spot, with a world-class aquarium and marine and ecology research facilities.

One of the world's leading firms in aquarium architecture and exhibit design, Chermayeff, Sollogub and Pool, prepared the group's master plan. The firm's aquarium in Chattanooga, which opened in 1992, draws one million visitors a year and pumped $500 million into the city's economy within six years.

Both group's plans can be realized on 717 acres.

Sure, these plans have an environmental impact, too. They will cause the population of South Dade to grow. They will put pressure on the infrastructure and cause traffic problems.

But the Air Force's own supplemental environmental impact study concludes the Collier and Hoover plans combined would have less of a negative impact on the surrounding environment than the airport proposal.

The SEIS also estimates the combined economic impact of the Collier-Hoover plans, 15,843 new jobs by 2015 compared to the airport's 23,191 jobs by that date; and annual earnings of $459 million as compared to $673 million.

Furthermore this mixed-use alternative will allow the Air Force to retain ownership of the strategically-located 915-acre airfield for military purposes.

Another point to consider. Conservation groups have promised years of litigation to block a commercial airport. Consequently, a recommendation by the Air Force for an airport will not mean thousands of jobs overnight, nor in the near future. It will mean a prolonged fight with no boost to the economy.

The Collier-Hoover plan could deliver what the South Dade community needs, and it could do it sooner, rather than much later, and without sacrificing our pristine environment.

002917

28 Dilly Tree Park
Key Largo, Fl 33037
(305) 367-4432

February 27, 2000

Defense Secretary William S. Cohen
1000 Defense Pentagon
Washington, DC 20301

Dear Secretary Cohen,

We urgently need your help to stop the construction of a major commercial airport just a few miles from two national parks. I have a home in Key Largo, Florida and we in this community are gravely concerned about the environmental repercussions of the Air Force's proposed transfer of the Homestead Air Reserve Base in Florida to Miami-Dade County for development of a large commercial airport. It is no exaggeration to say that such an airport would dangerously pollute two neighboring national parks, Biscayne National Park and Everglades National Park, along with at least a half-dozen other protected natural areas in this unique part of the country

We strongly believe that the development of a commercial airport at the Homestead site will cause unacceptable amounts of noise and air pollution to this area. There are alternative proposals to develop the Homestead base for mixed commercial and residential uses that would be far more compatible with the adjacent national parks, while still providing an economic boost to the local area. Also, there appear to be alternative sites for the development of additional commercial airport capacity in South Florida.

Under the Air Force's draft environmental impact study, the proposed commercial airport is estimated to have over 230,000 annual operations. The result is almost one flight every two minutes over the Everglades, Biscayne National Park, and our community. The commercial airport will result in tons of toxic air emissions daily (much of which will be deposited into Biscayne Bay), lead and other hazardous chemicals washing into the soil and water, and thousands of acres of land and wildlife habitat paved over into industrial and residential sprawl

The public comment period for the Air Force's draft environmental study closes on March 7, 2000. The Air Force may soon thereafter make its decision about what alternative it will choose. We urge you to express your concerns to the Air Force and the Clinton Administration regarding the proper use of the Homestead base. We hope you will speak forcefully in opposition to the proposed commercial airport and in support of a more reasonable development project for Homestead, which strikes a balance between needed economic development and preservation of our national environmental treasures.

In advance, we thank you for your time and interest in this important issue.

Sincerely,

Angela B. Dillon

Angela B. Dillon

002928

February 28,2000

Phyllis and Michael Foster
35 Harbour Green
Key Largo, FL 33037

Dear Sir

As transplanted New Englanders we are enjoying all that South Florida has to offer in the outdoors but we fear it is being threatened by the reuse of the Air Force Base at Homestead Airport. Before Hurricane Andrew the Air Force was a presence here as it was in New Hampshire where we previously lived. We implore you to look at the mixed alternative plan (Hoover-Collier) instead of a commercial airport.

An airport will bring a variety of pollutants to the area and impact the National Parks, the ocean, the largest coral reef in the world, and a noisy life for our residents. If the tourists go – so goes South Florida. The airport promises jobs. Our question is ,what kind of jobs and when? A mixed alternative employs a wider range of people, skilled and unskilled, and contributes to a cleaner, calmer way of life for all.

Many people who work in and have retired to this area of the upper Keys favor the mixed use of this area. Before the airplanes roar, the trucks roll, and the farmland is sold off for warehouses consider the cost to human existance in the name of the environment and the pleasure that clean and open space gives to the citizens. A lot of people who come here will go elsewhere, people who have settled here will move elsewhere and the economy won't be much improved. Then the airport will be an entrance for illegal items. We have all of that that we can handle

Think hard before you make a decision. Your decision affects the current citizens of this area and will be important for future generations. Lets teach our young to not more instant monetary gain first, to consider others as well as themselves and to encourage the sustained use of a clean environment.

Sincerely,

Phyllis + Michael Foster

Phyllis and Michael Foster

002930

Michael W White
5 Harbor Island Drive
Key Largo FL 33037
(305) 367-3109

m_white@bellsouth.net

February 11, 2000

Secretary of the Air Force F. Whitten Peters
1670 Air Force Pentagon
Washington DC 20330

Dear Secretary Peters

I am a retired uniform service member and homeowner in the Ocean Reef Community, which is located on the northern end of Key Largo. All of us at Ocean Reef are gravely concerned about the environmental impact that will certainly occur if the Air Force transfers property surrounding the Homestead Air Reserve Base to Miami-Dade County for commercial airport development

Everglades National Park and the Florida Keys with its surrounding Coral Reefs have been identified as two of the most threatened ecosystems in the world. Congress has taken note of this by earmarking over eight billion dollars for restoration of the Everglades National Park watershed and signifigicantly increasing the operational budget of the National Marine Sanctuary Program

Thirty years ago Miami-Dade County attempted to develop the Dade Collier Airport (TNT) west of Miami out in the everglades. This airport was partially built and then stopped due to environmental concerns about its impact on Everglades National Park. This scarcely used airport serves as a reminder where ill placed political agendas continue to waste taxpayer dollars with no regard to environmental impacts

The Air Force released a flawed supplemental environmental impact statement (SEIS) in February. Numerous base closings during the 1990's Base Realignment Commission (BRAC) revealed the biohazards and contamination of operating an airbase. It is my understanding that some of these airbases were eligible to apply for EPA superfund assistance in cleaning up prior to redeveloping the land

The supplemental environmental impact is seriously flawed in stating, "the airpark development will not cause significant noise or water pollution". The (SEIS) does begin to address nitrogen oxides and polycyclic aromatic hydrocarbons but fails to correlate its direct impact on the severely threatened coral reefs. It does not begin to address the long-term runoff problems that occur through routine aircraft servicing and seepage or hydraulic and petroleum products. Just reference the independent environmental studies completed in regards to BRAC base closings and you will have a baseline for the upland environmental impacts of airport facilities

There is a complete failure of the SEIS to mitigate impact to coral reefs. We have seen plenty of evidence as to the fragility of this ecosystem through loss of coral cover, sea grass die offs, algal blooms, coral fungal diseases, and bleaching

I urge you to consider the alternatives to the commercial airport option so we may preserve the National Parks, Coral Reefs, and National Marine Sanctuaries
The Hoover-Collier plan would serve as a much better balance between airbase development and protection the National Parks and National Marine Sanctuaries
Politically it is a win win situation since the Collier's are willing to give up some of their oil gas rights in the Big Cypress National Preserve in exchange for the HAFB lands. The government has been fighting to regain control of these oil gas rights for years

Do not be fooled by the Miami-Dade County last minute offer to trade in the Dade Collier airport (TNT) in exchange for the HAFB land. This airport has little value and almost no use. The same environmental concerns surrounding HAFB eliminated Dade Collier (TNT) from completing its development

Lets not make the same mistake twice

Sincerely,

Michael

Michael W White

002950

Dr. & Mrs. Bart Ragucci
842 GREENGATE OVAL, SAGAMORE HILLS, OHIO 44067

Feb. 18, 2000

Secy. of the Air Force,
F. Whitten Peters
1670 Air Force Pentagon
Washington, D.C. 20330

Dear Secy. Peters,

Enclosed are copies of letters sent to Homestead SEIS. Any help you can give in this matter will be deeply appreciated.

Sincerely yours,
Bart Ragucci, M.D.

Dr. & Mrs. Bart Ragucci
842 Greengate Oval
Sagamore Hills, Ohio 44067-2311

February 1, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

Dear SEIS Contact:

I am a homeowner in the Ocean Reef Community, which is located on the northern end of the island of Key Largo in the Florida Keys. All of us at Ocean Reef are gravely concerned about the environmental destruction that will most surely be caused by the Air Force's proposed transfer of the Homestead Air Reserve Base in Florida to Miami-Dade County for development of a large commercial airport. We strongly believe that the development of a commercial airport at the Homestead site will cause unacceptable amounts of noise and air pollution to this area.

The alternative proposals for the development of the Homestead base include a mixed commercial and residential plan that would be far more compatible with the adjacent national parks, while still providing an economic boost to the local area. Also, there appears to be alternative sites for development of additional commercial airport capacity in South Florida.

We urge you to consider the alternatives to the commercial airport option so we may preserve the unique environmental treasure of the Biscayne and Everglades National Parks.

In advance, we thank you for your time and consideration.

Sincerely

Bartholomew D. Ragucci M.D.

002956

M L H
Limited

Julien Inn
200 South Main St
Dubuque, Iowa 52001

(319) 583 7077 & Fax No
(319) 583 6360

(305) 367 2106

Billing Address
1133 Arrowhead Drive
Dubuque, Iowa 52003

Also
January May
Harbour House No. #10
Ocean Reef Club
Key Largo, Florida 33037

March 1, 2000

Secretary of the Air Force
F. Whitten Peters

We are much concerned about your suggesting a Commercial Air Port in Homestead Florida.
We vote No! & trust we can count on you to vote No!

Sincerely
Mary Lou Hughes

003005

ALAN J. GOLDSTEIN
HARBOR POINT
WINTER HARBOR, MAINE 04693

February 14, 2000

Honorable William S. Cohen
Secretary of Defense
1000 Defense Pentagon
Washington, DC 20301

Dear Mr. Secretary:

We urgently need your help to stop the construction of a major commercial airport just a few miles from two national parks. In addition to being residents of Maine we are members of the Ocean Reef Club in Key Largo, Florida. We, of the Ocean Reef community, are greatly concerned about the environmental repercussions of the Air Force's proposed transfer of the Homestead Air Force Reserve Base for the development of a large commercial airport.

It's no exaggeration to say that such an airport would dangerously pollute two adjacent national parks – Biscayne National Park and Everglades National Park along with at least a half a dozen other protected national areas in this unique part of the country.

We hope you will speak forcefully in opposition to the proposed commercial airport and support the more reasonable Collier Hoover development project being proposed for Homestead, which strikes a balance for needed economic development and the preservation of our national environmental treasures. In advance we thank you for your time and interest in this important issue.

Sincerely,

Victoria and Alan Goldstein

AJG/lym

U02346 /00

SAF

Contact: Barbara Lange
Tel 305 447 9472

Sierra Club Miami Group

Press Release

Sierra Club's National Board Meets in Miami This Week to Focus on Everglades Restoration and Call Attention to the Devastating Environmental Impacts of a Commercial Airport in Homestead

To Restore the Everglades, first stop the Homestead airport!

February 16, 2000: (Miami, FL)--The executive board of the National Sierra Club, America's oldest conservation organization with nearly 600,000 members nationwide, will meet in Miami beginning Thursday, Feb 17. Board members from around the nation are discussing Everglades restoration and plan to call attention to the devastating environmental impacts of Miami-Dade County's proposed commercial airport at the Homestead Air Reserve Base next to Biscayne and Everglades National Parks.

The highlight of the weekend will be a rally beginning at 12:30 p.m., Sunday, Feb. 20 to be followed by a press conference at 2 p.m., at the headquarters of Biscayne National Park, 9700 SW 328 St., Homestead, including bilingual speakers. The Sierra Club's national executive director Carl Pope and the national board of directors will join civic and environmental leaders calling for the Clinton/Gore administration to stop the conveyance of the air base as a commercial airport.

"By protecting our national parks, we are upholding the values of the nation," said Jonathan Ullman, Sierra Club associate field representative in Miami. "The beauty and pristine nature of our parks will be ruined if this massive airport is allowed. The quiet experience of our wilderness will no longer be possible when the flight of herons is erased by the howls of Homestead's jets."

Sierra Club activists are waging battle to halt the massive airport planned by HABDI, a newly-formed company with no prior experience in aviation, who won an exclusive long-term lease for the air base from the Miami-Dade County Commission in 1996. To date, environmental organizations have blocked the air base transfer based on requirements of the National Environmental Policy Act.

• For Release 9 a.m. EDT, February 16, 2000

SECRETARY	✓
DEPUTY SEC	
CSA	✓
CCO	✗
CABINET	
HIST	

The Sierra Club asserts that economic alternatives that could provide nearly as many jobs and not destroy the parks should replace the commercial airport. The Sierra Club supports alternative development for the air base, so long as no harm is done to nearby national parks. The Sierra Club Miami Group has mounted a grass roots bilingual campaign in Miami to educate the community on the issue.

The local Sierra Club's efforts succeeded in achieving an overwhelming public turnout against the airport at recent public hearings held by the Air Force last week when a majority of speakers refuted local public officials and spoke against the airport.

According to Alan Farago, conservation chair of Sierra Club Miami Group, "We urge the Clinton/Gore administration to make the best decision for the environment and the economic interests of south Dade, no commercial airport."

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003085

Mrs. Lawrence L. Howard
37 Anchor Drive, #B
Key Largo, FL 33037

February 1, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

Dear SEIS Contact:

I am a homeowner in the Ocean Reef Community, which is located on the northern end of the island of Key Largo in the Florida Keys. All of us at Ocean Reef are gravely concerned about the environmental destruction that will most surely be caused by the Air Force's proposed transfer of the Homestead Air Reserve Base in Florida to Miami-Dade County for development of a large commercial airport. We strongly believe that the development of a commercial airport at the Homestead site will cause unacceptable amounts of noise and air pollution to this area.

The alternative proposals for the development of the Homestead base include a mixed commercial and residential plan that would be far more compatible with the adjacent national parks, while still providing an economic boost to the local area. Also, there appears to be alternative sites for development of additional commercial airport capacity in South Florida. } For better alternatives - except to the developers!

We urge you to consider and support the alternatives to the commercial airport option so we may preserve the unique environmental treasure of the Biscayne and Everglades National Parks.

In advance, we thank you for your time and consideration.

Sincerely,

Mary Jean Howard

cc - Vice President Gore
Interior Secretary Babbitt
Defense Secretary Cohen
Air Force Secretary Peters

003142

214 Andros Rd
Key Largo FL
Feb 24 2000

Defense Secretary William S. Cohen

Dear Secretary Cohen,

It is horrifying to imagine the damage to the fragile Florida Keys Environment that would result from a commercial airport installation on the former US Air Reserve Base in Homestead, FL.

This is the only environment of its kind in our continental United States, with several national parks & Preserves in the immediate area, and where attempts are being made to restore the health of the Everglades. Homestead needs economic help, but there is an alternative

fully funded plan by responsible sources to provide scientific and recreational resources, jobs, and continuing income for the area.

Please, we residents entreat!

SAVE OUR ENVIRONMENT!

Thank you Sincerely,

Joanne F Baringer

003168

U.S. DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
Florida Keys National Marine Sanctuary
P.O. Box 500368
Marathon, FL 33050
Phone (305) 743-2437
Fax (305) 743-2357 Fax

Mr John J Corradetti, Jr
Department of the Air Force
Air Force Base Conversion Agency
Homestead SEIS, AFBCA/EX
1700 North Moore Street, Suite 2300
Arlington, Virginia 22209-2802

March 23, 2000

Dear Mr. Corradetti:

The National Ocean Service/Florida Keys National Marine Sanctuary (FKNMS) has reviewed the Draft Supplemental Environmental Impact Statement (SEIS) dated December 28, 1999, for the proposed transfer of 1,632 acres of airfield and airfield-related properties at the former Homestead Air Force Base (HAFB), Dade County, Florida. The FKNMS has serious concerns about secondary impacts from this proposed action on Sanctuary resources and does not support the proposed building of a new commercial airport. The no-action alternative, or an alternative that would not encourage significant secondary development, would better maintain the environmental quality of the surrounding sensitive natural areas, including the FKNMS. We concur with the comments provided by the National Marine Fisheries Service in their letter dated March 10, 2000 and offer the following additional comments.

The FKNMS is contermunous with Biscayne National Park (BNP), and, like BNP, the FKNMS was established to protect nationally significant marine resources. The waters of the FKNMS are designated as "Outstanding Florida Waters". The Sanctuary's purpose is to protect the natural and cultural resources while accomodating multiple, compatible uses that are consistent with the goal of resource protection. The resources, management issues and management plan for the Sanctuary are described in the Final Environmental Impact Statement/Final Management Plan published in 1996 by the U.S. Department of Commerce. The maps in the SEIS depicting jurisdictions affected by the proposed action fail to identify the FKNMS.

The FKNMS is concerned that the commercial airport could result in primary and secondary impacts to living marine resources for which we are responsible. The FKNMS is located approximately 13 miles southeast of the former HAFB. This close proximity to such a unique ecosystem demands particular attention to not only the primary impacts but the secondary impacts as well. Primary impacts involve noise disturbance to a variety of Sanctuary resources including wading and nesting shore and seabirds, crocodiles, alligators, and marine mammals.

Secondary impacts are a serious concern. The analysis in the SEIS does address secondary impacts, such as increased nutrient loading and stormwater runoff into nearby estuaries and coastal areas. The development on the former HAFB would increase the amount of impervious surface, resulting in increased stormwater, nutrient, and chemical inputs to the Barnes and Card Sounds, both within the FKNMS. Stormwater runoff and groundwater flows from the proposed commercial airport could increase to 43 percent and 13 percent, respectively, over the current baseline by 2015. Protecting the water quality of the FKNMS is of critical importance. Therefore, FKNMS is pleased to see the emphasis placed on implementing a Surface Water Management Master Plan to reduce the threat of increased stormwater runoff and its contaminants from flowing into the bay from the airport. However, because this plan pertains only to the airport, similar plans should be required for any off-site secondary development.

The proposed action, the commercial spaceport alternative, and the mixed use alternative would all contribute significantly to the population growth in south Dade County. Off-site development for the proposed action is considerably greater than for any other proposed alternative. In addition to the development of 1,632 acres on the former HAFB, secondary development from the commercial airport could add another 2,000 acres by 2015. Estimates of development from the proposed action could be as high as 20,000 acres. Loss of undeveloped buffer land between the former HAFB and Biscayne Bay, Card Sound, and Barnes Sound would exacerbate urban encroachment adjacent to these bays and threaten water quality by increasing stormwater runoff into the surrounding coastal waters. Because of this, implementation of the buffer area between the coast and the former HAFB is critical for protecting coastal resources. In light of the inclusion of a possible second runway mentioned in the Airport Layout Plan, the designation of the buffer area is particularly critical. Additionally, the SEIS does not analyze the potential secondary impacts from increased population growth to surrounding areas such as the Florida Keys.

Thank you for the opportunity to provide comments on this proposal. If I can be of any further assistance, please contact me at (305) 743-2437.

Sincerely,

Billy D. Causey
Superintendent

cc:
EPA, WPB
DEP, WPB
FFWCC, Tallahassee
FWS, Vero Beach
NMFS/SERO
SAFMC

003169

DEPARTMENT OF THE ARMY
JACKSONVILLE DISTRICT CORPS OF ENGINEERS
P.O. BOX 4970
JACKSONVILLE, FLORIDA 32232-0019

REPLY TO ATTENTION OF

MAR 24 2000

Planning Division
Environmental Branch

Mr. Frank Duncan
Air Force Base Conversion Agency
Homestead SEIS, AFBCA/EX
1700 North Moore Street Suite 2300
Arlington, Virginia 22209-2802

Dear Mr. Duncan:

This letter is in response to Department of the Air Force letter dated December 28, 1999, providing the Draft Supplemental Environmental Impact Statement (SEIS) for the proposed transfer of airfield and airfield-related properties at the former Homestead Air Force Base (AFB), Florida. My various staff elements have reviewed the draft SEIS and we have only general comments to offer.

The U.S. Army Corps of Engineers will not take a position or make specific recommendations relative to the proposed action; however, the described alternatives and selected plan would all have potential significant interaction and implications upon the Corps' authorized projects, studies and programs. The draft SEIS seems to adequately acknowledge and address these various existing and future Federal projects, as well as adjacent components of the National Park System, in South Florida. We appreciate the opportunity to review the draft SEIS, and urge you to be certain that the selected plan is in keeping with the Comprehensive Everglades Restoration Plan, Biscayne Bay, Modified Water Deliveries to Everglades National Park, C-111 and other South Florida environmental restoration projects or Regulatory actions. These all have components which are in various stages of formulation, design and construction, and it is extremely important that the plans for the transfer and subsequent actions on the former Homestead AFB incorporate any of these changes as well to ensure full consideration of impacts.

-2-

Please continue to provide notifications and documents; including the Final EIS, for our review, reference and records. Our point of contact for this review and response is Mr. Elmar Kurzbach, Chief, Environmental Studies Section (CESAJ-PD-ES), and he can be reached at 904-232-2325 if you have any questions.

Sincerely,

Joe W. Miller
Colonel, U.S. Army
District Engineer

003170

TERESA M. BYLER
Rt. 5 Box 312
Charleston, WV 25312
(304) 965-5183

March 28, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

To Whom It May Concern:

I am writing to express my concern with the construction of a commercial airport next to Everglades and Biscayne National Parks. Such development will have detrimental environmental effects on the Parks including jet noise heard throughout the Parks, emission of seven tons of toxic pollutants into the air, groundwater contamination from hazardous chemicals, and encouragement of industrial and residential sprawl. In other existing National Parks in the U.S. attempts are being made at the Presidents urging, to limit all of the above environmental problems. Creating or enhancing such a problem where one does not currently exist would contradict other policies and it is just not good government policy.

Sincerely,

Teresa M. Byler

003191

SPACEPORT FLORIDA AUTHORITY
March 6, 2000

Homestead Draft SEIS
AFBCA / EX
1700 North Moore Street - Suite 2300
Arlington, VA 22209-2802

Dear Sirs and Madame's,

The Spaceport Florida Authority appreciates the opportunity to comment of the Draft Supplemental Environmental Impact Statement for the Disposal of Portions of the Former Homestead Air Force Base (SEIS).

The Spaceport Authority generally concurs in the findings and conclusions of the SEIS, and would like to commend in particular the thoroughness and attention to detail that has been given to the analysis of the commercial spaceport and the commercial spaceport / airport options. We believe that the analysis incorporates and synthesizes the best information available at this time, and that it is accurate in predicting the likely operational, economic and environmental impact of a commercial spaceport primarily serving aviation-based space launch systems and emerging space-planes. As the report notes, space-related activities have the potential of providing strong economic benefits to the community with minor environmental impacts.

The SEIS analysis assumes most spaceport construction would be completed by 2007, and that commercial and industrial areas would be developed at a rate of about 5% per year. These dates were identified based on projected dates established by RLV companies that would be likely to utilize Homestead as a base of operations. It should be noted that the ability of these companies to become operational consistent at their designated time frames will be impacted by a number of factors, including development of technology, size of the market for satellite and launch services, availability of investment capital and federal policy. The development of and commercialization of highly reusable launch vehicles for access to low earth orbit has been pursued through a number of defense, NASA and commercial programs through the years, and is a national space policy goal that is receiving significant federal and industry investment. So while it is nearly a certainty that this technology will be developed and deployed and that Homestead has a number of attributes that make it uniquely attractive as a site for these types of vehicles, it will likely occur somewhat later than the timeframe described in the SEIS.

It may be possible to site program elements of commercial, NASA and Department of Defense space flight technology and vehicle development activities at Homestead to bridge this gap, and to serve as pathfinders for commercial operations. It is likely that a spaceport reuse would best occur in coordination with other aviation or mixed-use redevelopment options in order to advance both near term and long term economic redevelopment goals. There should also be a strategy to develop other non-launch space business elements such as remote sensing, telecommunications and data transmission and other rapidly growing markets as a means of capturing economic opportunities that can be beneficial as stand alone enterprises, and also provide capacity that would be useful to launch service providers. The proposed "Environmental Institute for the Americas" (as described in the attached) is an example of a government-industry-university partnership that could advance regional scientific and economic redevelopment opportunities.

100 SPACEPORT WAY • CAPE CANAVERAL, FLORIDA 32920-4003 • PHONE (407) 730-5301 • FAX (407) 730-5307

Homestead Draft SEIS - AFBCA / EX
Page II
March 6, 2000

The Spaceport Authority does not take any position on which of the identified reuse options should be pursued. This decision on how the public stewardship of this resource is best achieved properly rests with the federal government and the local community. As a state agency with space-related economic

development and space transportation duties, the Spaceport Florida Authority is prepared to serve in whatever role or function is appropriate and beneficial towards maximizing the environmentally appropriate re-use of former Homestead Air Force Base redevelopment. This could include facility development and re-development, facility financing, industrial partnership, facility management, technical assistance or advising on safety and regulatory issues. If our assistance were requested, our experience operating space flight facilities within the environmentally sensitive areas of Cape Canaveral Air Station and the John F. Kennedy Space Center would guide any implementation at Homestead, avoiding negative impacts to the Everglades and Biscayne Bay eco-systems.

In closing, we appreciate the opportunity to participate in the SEIS process, and commend the team for a job well done. We look forward to any opportunity to participate in the revitalization of South Miami-Dade County that may emerge from the decision making. Please do not hesitate to contact the Authority if we can provide any further information and assistance.

Sincerely,

Edward A. O'Connor, Jr.
Executive Director

Sfa00-128-ch
Enclosure

Spaceport Florida Authority

The Environmental Institute for the Americas

Mission and Objectives

The Environmental Institute for the Americas (the Institute) is a proposed collaboration between government agencies, universities and private companies to establish a facility with technical capabilities and expertise in obtaining and processing remote sensing data for scientific and commercial purposes. To be developed within or in close proximity to the Homestead Air Reserve Base area in South Miami-Dade county, the Institute will place a primary focus on providing real-time information on eco-system conditions and health. Users of the satellite data and analysis developed at the Institute will include government and private sector customers, and the Institute will serve both as a resource for regional and national scientists and space technology commercialization programs. The Institute will engage in a technology development and application program to advance the capabilities and reduce the cost of small monitoring packages that can detect local conditions and transmit them to satellites along with the time and location of the data transmission, which can be used to economically provide real time wide area maps of various conditions within eco-systems or crop production areas. Institute programs will include training in use of remote sensing data for environmental and agricultural purposes, with special emphasis on hemispheric outreach to promote better resource management and protection in Latin and Central America.

Facility description

The Institute's facilities will include a satellite ground station and dish antenna capable of receiving data from low earth orbit and geo-synchronous satellites. Data display and processing and data reduction capabilities will exist on-site, and could be linked to other resources including data processing, formatting and evaluation capabilities available at the University of Miami and Florida International University. Both universities have advanced computer systems and software required for advanced systems modeling. In addition to the technical capabilities, the facility will also feature training facilities that will be used to promote use of remote sensing techniques on a national and hemispheric basis. A rough estimate of cost for this facility is $7.5 million.

Assembly and fabrication facilities for monitoring packages will also need to be developed. Co-locating the production of the monitoring units in proximity with the data reception and analysis facility will provide beneficial synergies in product development and improvement. The manufacturing of precision electronic instruments for scientific and commercial purposes would also allow the creation of a range of employment opportunities including entry level workers if some training is provided. A cost estimate is not available for establishing manufacturing capabilities, but it is possible that vacant facilities at Homestead Air Reserve Base could be used for initial operations. The Technological Research and Development Authority (TRDA) has received $1 million in NASA funding to establish a business incubator at Homestead. This facility and its programs could play a critical role in establishing and expanding manufacturing and support operations associated with the Institute.

Institute clients and customers

Remote sensing is a rapidly developing field with new technology constantly emerging. A wide range of potential customers and clients exist and will emerge for products and capabilities proposed for the Institute; however, initial efforts will focus on the following areas:

- Everglades health and restoration
- Oceanographic monitoring
- Hemispheric / rainforest monitoring & training
- Agricultural applications

Implementation: A meeting will be scheduled in the near future where interested parties and stakeholders can discuss their interest in participation, objectives, possible roles and funding sources. Once general consensus is reached, a plan for obtaining resources and governmental support will be developed and implemented. The initial session will be hosted by the Spaceport Florida Authority and sponsored by the Vision Council.

Partnership structure and project partners

A number of agencies, universities, organizations and companies have expressed interest in contributing capabilities and/or resources to the development and operation of the Institute, and there appears to be significant demand for the type of products and information that could be produced. It appears there is both a scientific and commercial market for these capabilities if they are established. This will allow the Institute to advance the region's environmental and economic redevelopment goals. A number of possible configurations and overall partnership structures exist to implement these objectives, which should be explored once the preferred nature and level of participation by the various partner organizations are established. The Spaceport Florida Authority has experience in establishing and financing similar facility and technology partnerships, and could serve as the lead or integrating agency for getting the project's development phase. This role could also be assumed by a university or local government entity. The operational lead should be an entity with a strong South Florida presence.

State and local agencies:

Spaceport Florida Authority (SFA): State of Florida's space transportation and economic development agency. SFA's capabilities include facility and technology development, providing program partnership structures between government and industry, third-party financing and research partnerships. The Authority has been responsible for constructing or financing over $500 million in new space related facilities, and operates two active launch pads.

Vision Council: South Dade County economic development organization that can lead efforts to identify and assemble partners, help obtain political support and local government cooperation, and assist in identifying and obtaining resources that can be used to implement the proposal.

Technological Research and Development Authority (TRDA): State technology transfer and economic development organization, TRDA has received a $1 million NASA appropriation to develop a business incubator at Homestead. TRDA assists start-up businesses in obtaining grants and other resources. TRDA could play a role in assisting the companies currently involved in manufacturing monitoring packages for the International SeaKeepers Society in expanding their manufacturing operations, and could also facilitate the development and expansion of small businesses that would emerge to market products and services based upon the capabilities and data provided by the Institute.

Enterprise Florida, Inc. (EFI): The State of Florida's principal economic development organization, it can assist in providing grants and incentives to new businesses, and assisting the development of manufacturing activities through affiliate Innovation Commercialization Centers and Manufacturing Technology Centers.

Florida Space Research Institute: Industry centered space research organization established in Florida Statutes. Relatively new, it was established to assist formation of university-industry collaborations.

Universities

University of Miami: UM's Rosenthiel School of Marine and Atmospheric Sciences is a world leader in conducting oceanographic and other research utilizing remote sensing data, including partnership programs with the International SeaKeepers Society. Has requirement for ground station and processing capability to support current and future programs.

Florida International University: FIU's National Hurricane Center could provide significant data processing and modeling capabilities. FIU also has relevant environmental programs and a technology development partnership with NASA.

Florida Space Institute: Type III SUS institute based at UCF. Interested in increasing university involvement in space research, is advancing various university remote sensing activities statewide.

Organizations

International SeaKeepers Society: Not for profit organization financing and conducting oceanographic research, in part by deploying monitoring equipment on member's vessels that sends ocean condition data to satellites. Working in partnership with UM.

Companies

Universal Space Network: Commercial space company that develops ground stations and obtains and processes satellite data for commercial and governmental customers. USN would like to establish a new ground station in South Florida, and has expressed interest in partnering on this project.

Orbital Sciences Corporation: Orbital's Orbcomm satellite constellation would be well suited for obtaining and re-transmitting data from the remote monitoring devices Orbital also has experience in ground station development, and may in the future utilize capability at Homestead Air Reserve base for aviation-based space launch operations.

Designated re-use lead: Cooperation and synergies should be sought with the entity selected for air base conveyance.

Federal Agencies

Department of the Interior / National Park Services: Could utilize ability to obtain integrated wide area real time data on conditions in the Everglades and other national parks Such a capacity would significantly assist management and restoration efforts.

Environmental Protection Agency: Has expressed interest in Homestead re-use Remote monitoring devices could be used to monitor various environmental conditions and contamination.

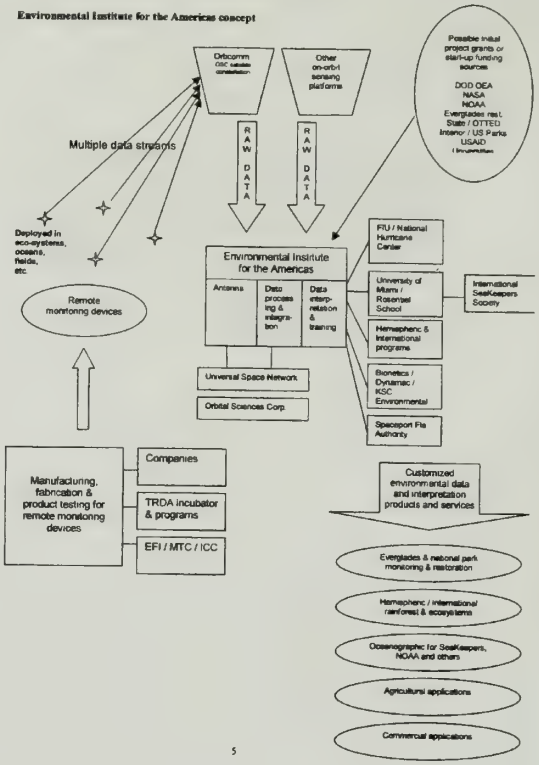
Department of Defense Office Economic Adjustment: Interested in supporting base re-use and economic redevelopment through grants and other assistance.

NASA: Has a number of planetary science interests. Orbital assets such as Terra could be used as data sources. NASA research projects and requirements could be served by the capabilities being established A proposed USAID / NASA partnership program to document world forest conditions and deforestation is an excellent candidate project for the Institute, and would benefit form the numerous hemispheric intergovernmental and research contacts available through FIU and UM. A partnership with Kennedy Space centers Environmental Programs Office could provide scientific and technical expertise

NOAA: Funding various research activities that could utilize this capability, may wish to establish other opportunities.

4

Environmental Institute for the Americas concept



5

003192

Blanca Mesa
544 Fernwood Rd
Key Biscayne, FL 33149

AFBCA/EX
1700 N. Moore St , Suite 2300
Arlington, VA 22209-2802
Fax: 703 696-8828

Dear Friend:

This is to request that the Air Force EXTEND THE DEADLINE FOR COMMENT PERIOD fo an additional 60 days minimum after March 7 to allow time for citizens to offer written comments to the Draft Environmental Impact Statement for Disposal of Portions of the Former Homestead Air Force Base in Homestead Florida.

After more than 2 years of study and the production of three telephone-book sized studies, I feel it is unfair and unrealistic to expect that citizens would have enough time -- less than 30 days aft it was released local hearings were scheduled — to receive copies of the documents and to understand the materials in order to provide useful comments.

The public affairs component of this issue was inadequate in assuring that the general public was aware that a Draft Study had been issued nor to understand the significance of its content for the following reasons:

1. Inadequate advertising. The public notices were not published with sufficient frequency nor wa the information clear and easy to understand. The advertising venues should have been more diversified to reflect our community's diversity and geographic scope In fact, the first Spanish-language ads failed to state the time or date of the public hearings. Subsequent legal notices published to correct this deficiency came too late in the process for the public to have sufficient time to make plans to attend the hearings.

2. No public workshops to explain the SEIS or its significance or the comment period were scheduled in the affected communities.

3. Inadequate distribution of the SEIS materials to the community and public libraries. The Air Force failed to place the SEIS copies in libraries or community centers of the communities most affected by the impact of the proposed action, including the South Dade neighborhoods. It is not clear that the SEIS was even sent to the Main Public Library for Miami-Dade County. The SEIS was sent to some University and community college libraries -- and yet it was not sent to the Rosentiel Library of University of Miami-- the main marine science research branch on Virginia Key. No copies were sent to the Key Biscayne library, one of the barrier islands across the bay from the Homestead Airport, and a community that will have direct overflights from the proposed airport An SEIS was finally sent after a personal request from a Key Biscayne residents but this was done more than 30 days after the SEIS was first made available This was too late for residents to adequately study the SEIS and Noise Analysis.

4. Inadequate distribution of information contained in the Noise Analysis and failure to inform the public of this document. The public was not told there was a separate Noise Analysis component of the SEIS and members of the public were not told they could request this document

5 Inadequate BILINGUAL public affairs Given the demographics of the Miami and Homestead Area, where significant portions of the population speak Spanish as a first language, there was inadquate public relations or advertising in the Hispanic community. Spanish-language workshops on the significance of the SEIS should have been conducted In addition, culturally insensitive public affairs was conducted -- for example, RADIO is the principle method of communicating with the Hispanic community yet no attempt was made to distribute PSAs or buy air time on Spanish-language radio stations. No materials were made available in SPANISH at Hispanic branch libraries, particularly in the Homestead area. In fact, Spanish-language materials were "hidden" underneath tables the final hearing held in Miami's Little Havana neighborhood that is predominantly Hispanic

6 Inadequate time alloted for pubic to speak and a shut out of Keys residents The first hearing was a disaster for the general public, with politicians and aviation officials dominating the first three hours of the hearing This created a burden for residents in Homestead and the Keys who were banned from speaking and were forced to leave without given public comments orally that night. An additional hearing should be scheduled for the Florida Keys, an area that would be significantly affected by the proposed action.

Please extend the written comment period in fairness to this community who will be significantly affected the proposed action If you do not extend the comment period, you will be conducting a fatally flawed process.

Sincerely,
Blanca Mesa

003194

RESOLUTION NO. 605

A RESOLUTION OF THE VILLAGE COUNCIL OF THE VILLAGE OF BAL HARBOUR, FLORIDA, EXPRESSING SUPPORT FOR THE REDEVELOPMENT OF HOMESTEAD AIR FORCE BASE AS HOMESTEAD REGIONAL AIRPORT, IN ACCORDANCE WITH THE SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT FOR DISPOSAL OF PORTIONS OF THE FORMER HOMESTEAD AIR FORCE BASE, AS PREPARED BY THE DEPARTMENT OF THE AIR FORCE, IN DECEMEBER 1999; PROVIDING FOR DISTRIBUTION OF RESOLUTION; PROVIDING FOR EFFECTIVE DATE.

WHEREAS, in August of 1992, Hurricane Andrew devastated the southern portion of Miami-Dade County; and

WHEREAS, one of the primary economic and employment centers destroyed by Hurricane Andrew was the Homestead Air Force Base; and

WHEREAS, the United States Air Force and Federal Aviation Administration (the "FAA") have recently completed the Supplemental Environmental Impact Statement (the "SEIS") concerning disposal of portions of the former Homestead Air Force Base (the "AFB"), dated December 1999; and

WHEREAS, at the insistence of the Clinton Administration and various environmental organizations, the people of Homestead and South Miami-Dade County had been forced for several years to set aside all expectations of new jobs and economic recovery while both a Sensitivity Analysis (whose conclusions were the same as the 1994 Final Environmental Impact Statement) and the SEIS were completed; and

WHEREAS, the community was extremely surprised and disappointed to hear the recent negative comments of Secretary Babbit and Administrator Browner regarding the recently completed draft of the SEIS concerning the development of an airport at the former Homestead Air Force Base, and

WHEREAS, since the public comment period on the SEIS had not concluded, the comments of Secretary Babbit and Adminstrator Browner were ill-timed, ill-informed, in sharp conflict with the findings of the SEIS, and bring into question the integrity of the entire federal process; and

WHEREAS, a unique opportunity presently exists to promote the economic recovery of southern Miami-Dade County by providing for the redevelopment of the former Homestead Air Force Base; and

WHEREAS, this opportunity must be pursued without further delay; and

WHEREAS, the SEIS indicates that the use of surplus lands of the AFB for the development of a commercial airport, to be designated as Homestead Regional Airport, as proposed by Miami-Dade County, can be accomplished in a manner which is compatible with the environment, and

WHEREAS, it is also clear, as the SEIS indicates, that commercial air activity at the Homestead facility will not have "any significant impact on our national parks and/or their surroundings"; and

WHEREAS, the Homestead Regional Airport will generate thousands of new jobs and will facilitate the development of airport related facilities and commercial and industrial enterprises; and

WHEREAS, the development of the Homestead Regional Airport will enable the southern Miami-Dade County community to make substantial progress in recovering from the devastating impact of Hurricane Andrew, and

WHEREAS, the Homestead Regional Airport would provide scheduled air passenger services, as well as air freight, air cargo, and general aviation operations; and

WHEREAS, aviation services provided by Homestead Regional Airport would serve to provide much needed relief to Miami International Airport ("MIA") by serving as a reliever airport, and

WHEREAS, MIA would greatly benefit from a reliever airport to mitigate the heavy demand created by the growing quantity of international traffic; and

WHEREAS, the runway at Homestead Regional Airport can readily accommodate all types of aircraft in the civil fleet, and must, in any event, remain active in the future to meet U.S. Military and U.S. Customs needs, and

WHEREAS, the SEIS indicates that a commercial airport facility can coexist in our environment, while alleviating the long term planning problems of air capacity for Miami-Dade County; but more importantly, fulfilling the Federal government's commitment made many years ago, to help revitalize our economy.

NOW, THEREFORE, IT IS HEREBY RESOLVED BY THE VILLAGE COUNCIL OF THE VILLAGE OF BAL HARBOUR, FLORIDA, AS FOLLOWS:

Section 1. Recitals adopted. That each of the above stated recitals are hereby confirmed and adopted.

Section 2. Statement of Support. That the Village Council hereby expresses its strong support for the development of Homestead Regional Airport, in accordance with the proposal of Miami-Dade County, Florida, as evaluated in the SEIS of December 1999.

Section 3. Request for Action. That the Village Council calls upon all interested parties to move forward with this essential project.

Section 4. Distribution of Resolution. That a copy of this resolution shall be distributed to the Honorable Albert Gore, Jr., the South Florida Congressional Delegation, the United States Air Force, the FAA, Miami-Dade County Board of County Commissioners, Mayor Alex Penelas of Miami-Dade County, Mayor Otis Wallace of Florida City, the County Manager of Miami-Dade County, the Director of MIA, the Miami-Dade County League of Cities, and to other interested parties as designated by the Village Council.

PASSED AND ADOPTED this 15th day of February, 2000.

Mayor Andrew R. Hirschl

ATTEST:

Jeanette Horton, CMC/AAE
Village Clerk

/elw

003195

Comments on the DSEIS for the Disposal of
the Former Homestead Air Force Base, Florida

Mark P. Oncavage
12200 SW 110th Ave.
Miami, FL 33176
March 3,2000

I request an extension of the filing deadline so that I may view the "Safety Evaluation Report" ("SER") being written by the Nuclear Regulatory Commission ("NRC") for the proposed airport, spaceport, and combined airport/spaceport alternative. The Air Force and the Federal Aviation Administration have had approximately 80 months to obtain an SER from the NRC but has failed to do so, violating the letter and spirit of the National Environmental Policy Act of 1969. Since all of my comments are relevant to public safety concerning the 2 nuclear reactors and the spent fuel pools at Turkey Point, I believe the extension should be granted. I request a filing deadline not earlier than 10 days after the SER is delivered to me.

Please have the following questions answered in the Final Supplemental Environmental Impact Statement ("FSEIS").

SPACEPORT

1.Is the storage area for the 1,000,000 lbs. of liquid oxygen, 1,000,000 lbs. of liquid hydrogen, nitrogen tetroxide, and perchlorates located within 5 miles of Turkey Point ?

2. What are the dangers to the human environment and the natural environment if these rocket fuels were to leak from their storage ?

3. If these rocket fuels were to ignite and explode how large would the fireball be ?

4. If these rocket fuels were to ignite and explode, what temperature at Turkey Point would be reached ?

5. Would safety equipment at Turkey Point be damaged or destroyed by the rocket fuel explosion ?

6. Would safety personnel at Turkey Point be killed or injured by the rocket fuel explosion ?

7. Would the 400' stacks at Turkey Point be toppled ?

8. Would the switchyard at Turkey Point be damaged or destroyed ?

9. If a category 5 hurricane were to come ashore at the spaceport, would the aboveground rocket fuel tanks be torn from their moorings ?

10. Would the underground rocket fuel tanks be brought up to the surface by the pressure differential from the storm surge ?

11. Would the rocket fuel tanks be transported by storm surge, wind, and waves to Turkey Point ?

12. What happens when rocket fuels and seawater are mixed ?

13. Would the problems created by the fuel tanks damage the spent fuel pools at Turkey Point ?

14. Would a rocket crash create significant public safety hazards at the Turkey Point reactors ?

15. Would a rocket crash create significant public safety hazards at the Turkey Point spent fuel pools ?

16. What is the Air Force's statistical probability of a spaceport crash occurring at Turkey Point ?

17. What is the FAA's statistical probability of a spaceport crash occurring at Turkey Point ?

18. What is the NRC's statistical probability of a spaceport crash occurring at Turkey Point ?

COMMERCIAL AIRPORT

19. How many flight paths, holding patterns, and landing patterns cross over Turkey Point ?

20. How many flight paths, holding patterns, and landing patterns are within 2 miles of Turkey Point ?

21. How many flight paths, holding patterns, and landing patterns are within 5 miles of Turkey Point ?

22. How many flight paths, holding patterns, and landing patterns are within 5 to 10 miles of Turkey Point ?

23. How does the Air Force quantify the increased air crash hazard for commercial operations from birds associated with Everglades N.P., Biscayne N.P., and Mt. Trashmore ?

24. How does the FAA quantify the increased air crash hazard for commercial operations from birds associated with Everglades N.P., Biscayne N.P., and Mt. Trashmore ?

25. How does the NRC quantify the increased air crash hazard for commercial operations from birds associated with Everglades N.P., Biscayne N.P., and Mt. Trashmore ?

26. How does the Air Force quantify the air crash probabilities for Turkey Point for air carriers from the Caribbean, Central American, and South American countries ?

27. How does the FAA quantify the air crash probabilities for Turkey Point for air carriers from the Caribbean, Central American, and South American countries ?

28. How does the NRC quantify the air crash probabilities for Turkey Point for air carriers from Caribbean, Central American, and South American countries ?

29. What would be the consequences of a worst case accident of an airliner crashing into the Turkey Point control building ?

30. What would be the consequences of a worst case accident of an airliner crashing into the Turkey Point spent fuel pool buildings ?

31. What would be the dollar costs of making the following structures and equipment at Turkey Point strong enough to withstand a direct airliner crash and still be able to perform its function:

a. containment buildings,
b. turbine building,
c. control building,
d. auxiliary building,
e. spent fuel buildings,
f. emergency diesel generator buildings,
g. intake structure,
h. 400' fossil unit chimneys,
i. all fire fighting equipment,
j. all fuel tanks, including fossil unit tanks, and
k. the switchyard ?

32. What is the Air Force's statistical probability of an airplane crash at Turkey Point from the Homestead airport ?

33. What is the FAA's statistical probability of an airplane crash at Turkey Point from the Homestead airport ?

34. What is the NRC's statistical probability of an airplane crash at Turkey Point from the Homestead airport ?

STATEMENT 003196

OF

CARL E.B. McKENRY

IN SUPPORT OF

ESTABLISHMENT OF COMMERCIAL

AIRPORT FACILITY

AT

HOMESTEAD AIR FORCE BASE,

FLORIDA

SUMMARY OF FACTUAL ELEMENTS NOT IN DISPUTE

1. An airport has existed at the same location for over 60 years.

2. That airport has at one time or another been the home base for heavy jet bombers such as the B-47 and B-52, as well as for tactical jet fighters.

3. By every conservative estimate both MIA and Hollywood-Ft. Lauderdale International will have reached operational capacity in 15-20 years without further expansion opportunities.

4. There is no suitable location in Dade, Broward or Monroe Counties for an additional major commercial airport and Ops Locka, Tamiami or other small fields cannot accommodate such operations nor do they have the capacity for enlargement

5. Airport access through US 1 and Florida Turnpike extension are already in place requiring only minimum road construction.

6. Technical reports by impartial, credentialed consulting authorities indicate no substantial increase in environmentally detrimental exposure to the Everglades or other ecologically sensitive area.

7. Alternative uses to a commercial airport are purely speculative at this point while the airport development plan is ready for immediate implementation.

8. Through hurricane, and more recently canker disease that has created a crisis in citrus growing, South Dade has reached a severe economic depression of major proportions.

9. Miami-Dade County through its Mayor, Alex Penelas, has publicly offered to transfer and commit the Miami-Dade Training and Transition Airport located in the Big Cypress National Preserve for environmental purposes and discontinue the use of the so-called "Jetport" consisting of 39 square miles.

10. In 1974 the State of Florida and the United States government signed a pact assuring that Dade County would get a new airport site. Although the pact expired in 1983 the moral and ethical commitment of that pact should be honored.

11. The alternative use proposal, the so called "Collier/Hoover Plan," calling for two golf course and an aquarium has not been evaluated by impartial, credentialed expert consulting authorities as to economic benefits or its own negative environmental impact in the course of destroying the existing airport and creating and operating two golf courses.

My name is Carl E. B. McKenry and I reside at 2843 South Bayshore Drive, Unit PH4A, Miami, Florida 33133. This written statement is in support of my limited (3 minutes) oral (attached) comments previously given at public hearing

QUALIFICATIONS

I have been a resident of Miami-Dade County for 53 years. I served as a flight engineer (plane captain) in the U.S. Naval Reserve on P2V-5F and P2V-6 aircraft. During 1949/1950, I actually lived on the Homestead Base (deactivated) while involved in a used aircraft and aircraft parts business (East Coast Airmotive). I have taught the courses in Aviation Law in the University of Miami School of Law and the courses in Transportation Management at the University School of Business Administration since 1956. I was employed by Pan American World Airways, first in operations and later in its legal department since 1949 to 1957

I also served as the Director of U.M.'s Center for Urban and Regional Studies at the time of the Miami-Dade Training and Transition Airport (Jetport) controversy in the early 1970s. I was also a member of the former Dade County Transit Authority. I am a member of the Florida Bar and admitted to practice before the Supreme Court of the United States. The details of my academic credentials are attached as Exhibit A.

AIRPORT HISTORY IN MIAMI-DADE COUNTY

In the late 1940's there were eight airports in Miami-Dade County: Ops Locka (Military); the Naval Air Station (on NW 27 Avenue), nearby Amelia Earhart Field; Tamiami; Miami International Air Depot (MIAD, located approximately at NW 20th Street and Le Jeune Road), Pan American Field (the major commercial airport running from Le Jeune (NW 42nd Ave) to Red Road (NW 57 Ave) along NW 36th Street. There were two military facilities relatively inactive since World War II: Homestead and Richmond (a dirigible base, now under multiple non aviation uses such as the MetroZoo and University of Miami research). This does not include Broward facilities or a few Dade privates that gave way to real estate development. The NW 27th Ave Naval Air Station became the North Campus of Miami Dade Community College and Air Naval Reserve activities transferred to Ops-Locka. The original Tamiami Airport was deeded to the State to create FIU and the new Tamiami Airport created to the south

With the Cuban crisis Homestead was reactivated as an Air Force Base and was so maintained until Hurricane Andrew. It is important to note that to my knowledge no major environmental opposition was mounted at the time Homestead was reactivated as a *jet* aircraft facility. The MIAD or so called "20th Street Airport" was merged with Pan American Field or the "36th Street Airport" to create the present Miami International Airport in the late 1950's.

In summary, Dade County then had MIA, Ops Locka (partly military), the new Tamiami for civilian use, and Homestead Air Force Base. Meanwhile in other major urban areas, more modern, more remote airports with longer runways and greater capacity were being constructed, e.g., Chicago, Washington, D.C., New York, Houston, Dallas-Fort Worth, and more recently, Denver.

Here in Dade County several alternatives were considered for a new airport location. One was similar to Hong Kong with runways extending into Biscayne Bay, another was a new airport in the water management district in NW Dade County/SW Broward County, and a third in western Dade County north of the Tamiami Trail. It was the third that was developed as a training field during the "Dick Judy era" with the tacit understanding that it might eventually become a new major commercial facility. It was at this point that environmental opposition to the Tamiami training site materialized on several fronts. It would endanger wildlife, it would contaminate the Everglades in several ways- from water and air pollution to noise pollution. The then Center for Urban and Regional Studies at the University of Miami and the Chair and other faculty from the University of Miami Department of Biology conducted studies with mixed results. However, one argument from the environmentalists prevailed. There would be the inevitable growth that occurs around a major airport, to wit: hotels, car rentals, restaurants, office and apartment buildings and the like. Such growth would have an unacceptable impact on the Everglades and could not be defended. Thus the major "jetport" was abandoned with a pact that another location would be provided. While the agreement expired in 1983 it should be honored by the Federal government. Moreover, the Mayor of Miami-Dade County has publicly offered the transfer of the 39 square mile "Jetport". (See portion of Miami Herald article of February 5, 2000, marked Exhibit B).

The water management district location created the same problems and a Biscayne Bay location was not feasible. By elimination of alternatives further improvements for MIA including extension westward and facilities upgrade (similar to Los Angeles) was the clearly indicated course. These, of course, were earlier improvements to MIA and not those currently underway as reflected in the recent Miami Herald series. So Dade County continues to have four operating airports, MIA, Ops Locka, Tamiami, and Homestead (to a limited extent).

THE AIRPORT CRISIS IN SOUTH FLORIDA

One must consider some operational realities in aviation. In generic terms, there are two basic divisions in airport characteristics: general aviation and commercial. General aviation includes: private, training, rentals, executive (corporate), maintenance, sales, service, small aircraft charter, and related activities; commercial includes cargo, large aircraft charter, and scheduled air transport.

It is difficult to mix the two on a regular basis because of differences in speed, and the turbulence created by commercial jets require a much greater separation if it is followed by a smaller, particularly propeller driven aircraft. In addition the increasing volume of

commercial aircraft forced the FAA to establish "slots" or appointed take off and landing times. Moreover, the economic difference creates problems of appropriate and equitable landing fees. It follows that MIA is unsuitable for most of private aviation while Ops-Locka and Tamiami are not suitable for most heavy jet aircraft without considering the additional factor of runway length, weight limitations and overlapping traffic patterns.

Even within commercial aviation the operational requirements of air cargo do not mesh well with commercial passenger transport sharing the same runways and air traffic control. With the explosive use of internet for the order of all manner of objects the demands on air cargo my well exceed the most optimistic projections

Returning to MIA with its multi-billion dollar improvements. Majestic entrance halls, new or improved concourses, better retail outlets, longer runways, do not increase the capacity of the airport for the number of take-offs and landings. New air traffic control technology may increase safety but it cannot substantially increase capacity because there is a finite separation requirement between aircraft already close to that operational limit.

Moreover, while it is recognized that MIA has managed to fit in a third, relatively short, east-west runway, it does not add significant operational capacity for the long range future of the airport in regard to intercontinental jets.

What does this mean for the "new and improved" MIA? There must be an alternative for air cargo, charter and regional commercial flights. Ops-Locka and Tamiami are not suitable for major commercial activities intersperced with smaller private aircraft. Also sufficient geographic distance is required between airports to allow for safe separation of air traffic patterns at each airport. Expansion of Ops-Locka to major commercial capacity is not feasible because surrounding development such as Miami Lakes to the West render it virtually "landlocked". (See map marked Exhibit C).

With population shifts to the north, the Hollywood-Ft. Lauderdale International and the Palm Beach International will continue to expand, but do not provide a solution. Under different jurisdictions, different constituencies, and different agendas, effective coordination cannot be attained without a single airport authority, the creation of which is highly improbable. They also have their own capacity limits and cannot be relied upon for relief to the extent the Miami-Dade County situation requires if we are to be a major hub for Central and South American passenger and cargo traffic. For the foregoing reasons another commercial airport in Dade County particularly in South Dade is urgently needed. The most conservative estimates by reliable sources such as the FAA suggest maximum capacity for both airports in 20 years.

Now, let's examine the Homestead Air Base situation. First, it is not in the environmental region we consider to be "the Everglades," it is closer to the south Dade area called "the Redlands." Second, it has been an airport since the late 1930s when established by Pan American Airways for air ferries to Europe by way of Africa, and has had various forms of jet aircraft operating, in and out since the 1960's without substantial environmental complaint or apparent harm. Third, any logistical issue impacting on the

Everglades, such as major runway construction or underground storage and fueling systems, water requirements and pollution control procedures are already in place. Fourth, Dade County badly needs a second commercial facility and the Homestead base would have the least environmental impact Chicago has Midway, Houston has Hobby, Washington has Reagan National, New York has La Guardia, London has Gatwick, and Paris has Orly. Why shouldn't Miami Dade have Homestead? Fifth, geographically, there is no suitable location for a commercial airport south of Homestead. There is a modest facility at Marathon and a larger commercial (but limited) one at Key West. In other words the entire Keys area residents must now journey to MIA. Sixth, the Homestead base is close to the Turnpike extension and has its own exit providing superior road access without extensive and environmentally damaging roadwork Seventh, we can't change history and the community is now fully committed to MIA. But, with its location in a relatively congested area of hotels, apartments, and office buildings, we have been most fortunate in the limited number of mishaps near the airport experienced over the years, the most recent being a cargo aircraft accident last year. However, the more pressure in terms of capacity that is placed upon MIA the greater the hazard potential as remote as it may be. It seems to me that this is an equally compelling environmental issue given that the existing Homestead airport is not physically in the Everglades nor in a congested urban area.

Of course, proximity of Everglades National Park and Biscayne National Park are matters of concern that must be considered, but not to the absolute exclusion of this badly needed facility.

CONDUCT OF OPPONENTS IS SUBJECT TO CENSURE

In the course of the SEIS public hearings in Miami-Dade County and the period leading up to them, calculated media targeted promotions took place Among them:

- Alarming citizens of Key Biscayne – 21 miles from the Homestead runway
- Individuals dressed in manatee costumes for evening TV consumption
- T-Shirt distribution
- The recorded sound of a large jet transport at ground level during takeoff played over the PA system during public hearings
- Numerous assertions not factually supported by any record, study, report or other scientific source
- Threats of abuse of the legal system by tying up airport development in the courts

While we can admire the passion and commitment of activists in the environmental movement when a few engage in ludification and behave in the manner of the Luddite movement in thought and in deed, it should not be equated with arguments founded in fact during you decision making process. The most generous interpretation which can be applied to their approach is an opposition founded in a general dislike for commercial airports because they are noisy and pollute the air and possibly water, *"per se"*, i.e., by their very nature Such a "kneejerk" reaction is understandable, but unpersuasive given the facts under present consideration.

However, the letter of February 1, 2000, to Ms Shirley Curry from Donald J Barry, Assistant Secretary, Fish and Wildlife and Parks, U S Department of the Interior, cannot and should not be ignored. (A copy is not attached since it is in SEIS files).

REVIEW OF DONALD J. BARRY LETTER OF FEBRUARY 1, 2000.

A review of this 11 page letter does not provide any firm airport opposition founded on specific scientific fact, other than distances from airport boundaries to the national parks and specific sites.

- It generally supports the so called "mixed use" plan without recognizing that such plan is in the early formative stages, is not binding upon anyone, and is at best a speculative measure hastily put forward in an attempt to block the airport.
- It expresses concern for the loss of farmland at a time when massive citrus canker defensive actions are already destroying thousands of acres of farmland, which issue will be considered below

The true position of the Department of Interior is reflected in one paragraph that concedes the validity of scientific study but in spite of that concession will not accept its effect:

> "Although the Draft SEIS analyses the environmental consequences of the proposed action and is based upon the best scientific information available at this time, the Department believes that we have only a modest understanding of the potential environmental impacts and associated cumulative impacts from a commercial airport located less than two miles from Biscayne National Park and less than 10 miles from Everglades National Park."

While I believe the distances from runway to the national parks are slightly longer, not enough to challenge. More importantly this response ignores the fact that Homestead has been a jet airport for over forty years and the primary issues are increased use by commercial jet aircraft and attendant support requirements which are the very areas covered by the SEIS reports.

Apparently, the Department of Interior has little concern for human ecology Under the heading "Airspace and Safety" it states:

> "Although the Draft SEIS indicates that serious accidents involving commercial aircraft are infrequent, the Department remains quite concerned about the environmental consequences for any aircraft accidents that may, depending upon the location of such accident, degrade natural resources under the jurisdiction of the Department of the Interior."

The fact that more runways in airports already at capacity, expansion into areas heavily populated with office and apartment buildings, with the corresponding increased potential for substantial loss of life in the event of accident (slim though it is), particularly where forced high air traffic volume impacts on the margin of safety, do not seem to be of concern to the Department.

In its entire presentation the Department of the Interior does not measure the vertical distances from the end of the existing (SW) runway for an aircraft in a take off or landing pattern over any of the areas of the Everglades National Park that it deems sensitive.

More importantly, it does not consider the impact on the Everglades of any efforts at expanding MIA beyond its present capacity because it main runways (9/27 L&R) also form a traffic pattern about 10 miles from the Everglades, although not within the National Park Boundaries.

The general message of the letter is a support for the mixed-use proposal, however, one disturbing assertion must be noted to illustrate why the letter should be treated as a less than empirical document.

On page 9 the letter states:

> "Furthermore, the Department is concerned that these increases (air traffic routes) could severely hinder efforts to reliably determine the status and trends of the critically endangered [Cape Sable Seaside] Sparrow, ..."

At the same time the Department of Interior letter was written which addresses the *Eastern* boundary of the Park, the National Resources Defense Council, the Sierra Club, The Florida Wildlife Foundation and others are suing the Army Corps of Engineers and the South Florida Water Management District claiming that the agencies were violating the Federal Endangered Species Act by flooding out (Cape Sable seaside) sparrow nests on the *Western side* of the Everglades National Park. The petitioners want the agencies to restore larger flows of water to the *Eastern side* of the park. (See Exhibit D, a recent February Miami Herald Article). As the litigation and the Miami Herald article point out the sparrow's nesting areas is on the *Western side* of the park, not the *Eastern side* as indicated by the Department of the Interior.

However, the letter contains two areas of a potentially positive nature for retention of the airport and its development.

On page 8, it is recognized that the airport use may be selected in which case a protected area between the airport and the Parks should be provided. This is a positive approach and the buffer area as described in the draft SEIS and the public offer of the Miami-Dade County Mayor should be a specific condition of commercial airport use.

The storm water management issue particularly contaminates such as ammonia as expressed on page 9 needs to be given more consideration and study in regard to "French Drains" or other more satisfactory alternatives.

THE ALTERNATIVE PLAN

The so called "Collier-Hoover Redevelopment Plan" or "mixed-use alternative" is appropriately described in the SEIS study summary document as a conceptual plan only and,

> "...no plan and no developer has been identified as yet to implement this *idea*" (emphasis supplied).

The airport development plan has already moved to a specific contractual relationship with a developer, while it is being measured against a mere "idea"!

However, even given the vagueness and indefiniteness of the alternative proposal we can identify two golf courses and an aquarium plus every kind of commercial development from an RV park to offices, hotels and residences. No consideration is given to the ecological trauma in the actual removal of the runway and the support structure and facilities including the pipeline between MIA and Homestead.

No consideration is given of the sheer economic folly of the deliberate destruction of a badly needed facility worth hundreds of millions of dollars.

No proposal can be found even in the SEIS studies for the water runoff problem of TWO full golf courses only two miles from Biscayne National Park.

For example, see articles in the Miami Herald of February 2, and February 27, attached as Exhibits E and Exhibit F that discuss the dramatic spread of cattails choking up the Everglades. The main culprit is phosphorus, a nutrient in maintaining healthy lawns and grass. What is the runoff plan for two golf courses? Where is the funding for such ecological preservation activities to be found? Who will guarantee that it will be done on an on-going basis? After all, we are talking about an "idea"!

ECONOMIC ISSUES

The airport issue has been characterized in economic terms as an engine for employment in the Homestead/South Dade area However, it is in reality an economic issue of gigantic proportions for all of South Florida

In the years to come South Florida will be in competition with Orlando and Tampa in Florida and Atlanta and New Orleans outside Florida as a hub of hemispheric trade. If we are to be permanently saddled with limited airport capacity we will be seriously handicapped in that competition

It is a matter of fact that we have no alternative airport sites in Broward, Miami-Dade, or Monroe counties. The suggestion of Ops Locka Airport as an alternative is made out of hand without knowledge of the limiting factors already discussed.

We cannot and should not condemn future generations to such an impediment based upon a "kneejerk" emotional unsubstantiated reaction to airports in general and a fear psychology coupled with an unsubstantiated "idea" for an alternative plan.

Moving to the economic situation in Homestead/South Dade, it has become far worse than originally presented. The economic depression brought on in part by Hurricane Andrew has been exacerbated by the current efforts to eradicate the citrus canker (See articles in Miami Herald for February 10, 2000, as Exhibit G, and Miami Herald for Feb 12, 2000, as Exhibit H). The headlines and lead paragraphs tell it all:

> "Canker fight may wipeout one million trees. Emergency bid to save fruit industry may burn a third of South Florida citrus." and
>
> "Saying that citrus canker disease "has been" increased to emergency proportions, Agriculture Secretary Bob Crawford on Wednesday requested a federal declaration of agriculture disaster for the hard-hit lime growers of South Miami-Dade County." and
>
> "An incurable bacterial disease ...., canker has been found in recent weeks in more that 1000 of 1600 inspected acres Experts are inspecting the remaining acres. ."

Not only is the canker problem an economic disaster of catastrophic proportions, but also provides large areas of land that will never go back into citrus production.

Other economic problems are also present. A major South Dade presence is in the process of departing The world headquarters of Burger King, a major employer and its primary training facilities, has placed the property for sale less than ten miles from Homestead.

The Homestead Hospital is in critical condition

> "A ballooning number of poor patients has led to a dramatic increase in losses for the 120 bed institution in deep South Miami-Dade County . " (See Miami Herald, of February 14, 2000 as Exhibit I).

Exactly how is the proposed "idea" for two golf courses and an aquarium going to provide the foundation for South Dade economic recovery from the severe depression cited above?

Not one word of concern for human ecology has been offered or suggested on a factual basis except as it affect the pristine preservation of the National parks. There must be a compromise between the proponents of airport opposition, at any price and at any cost, in terms of the day to day lives of human beings and at the same time the protection of the parks. Buffer zones, improved surface water run off, careful flight path controls and the like can be negotiated.

GOALS of the HOMESTEAD SEIS PROCESS

The goals of the SEIS process are clearly stated. Among them as set forth in the official public document from the Department of the Air Force (See Exhibit J attached hereto), are:

> "Develop the disposal property in a way that is compatible with continuing military operations" and
>
> "Homestead ARS will continue to maintain a strong military capability "

As this statement is written the various news media are pointing out the heavy reliance on reserve personnel in the farthing global military presence of the United States and contingent commitments abroad through treaty obligations.

Exactly how will the mission of strong military capability be maintained with two golf courses and an aquarium?

If the main proposal of continuing an airport primarily for commercial activity is not selected, the best alternative, although not the best for South Dade immediate economic development, is the "No Action Alternative" at this time. This alternative could be developed as follows:

1. The Air Force Reserve mission is preserved.
2. Government activities at Ops-Locka would be transferred to Homestead.
3. Increase drug enforcement activities particularly with the new threats coming from Haiti as well as Colombia, and so forth could be located at Homestead.
4. All military reserve activities (Army, Navy, Marine and Coast Guard) might consider the location as well as the Air Force Reserve.

5. Cuban military and political threats during and after Castro could be better monitored and kept in a state of readiness.
6. Airport use would be preserved until the airport crisis in South Florida has reached such proportions that public outcry for increased airport capacity will outweigh the media generated uncompromising environmental protests founded primarily on emotion.

However, all of the alternatives should not be necessary if a reasonable compromise is developed.

THE PROPOSAL

Having made the argument for the airport, of course, we all wish to preserve the Everglades. I am not persuaded by the economic justification of additional job creation in the Homestead area We need the airport for the above stated reasons, however, the same environmental issues (to a lesser extent) are presented as at the Tamiami Trail or the Water Management District proposed locations. Expansion of the Homestead Airport toward the Everglades or toward lower Biscayne Bay must be prohibited or severely limited. Zoning restrictions on surrounding commercial development must be Draconian. Environmental opposition would be better served in my judgement by vigorously arguing these limiting conditions before the FAA and the regional planning authorities, the EPA and any other appropriate governmental agencies. Moreover, these limitations should be a part of the environmental impact statement.

1. Accept the offer of Mayor Penelas to the transfer of the Big Cypress now defunct "Jetport".
2. Develop a buffer zone around the Homestead Airport that can be defended environmentally.
3. Further study of the water run off problem in conjunction with credentialed authorities from or of the Park Service.
4. Implementation of greater flight pattern restrictions that are consistent with aircraft safety
5. Because of the inevitable pressures for commercial buildup on or near airport periphery in addition to a buffer zone, draconian zoning requirements need to be enacted and enforced by Miami Dade County.
6. From airport generated revenues an environmental contingency fund of perhaps 3% to 5% primarily from landing fees, etc., should be established capping at forty or fifty million dollars to be used to correct or ameliorate any unforeseen ecological problems resulting form airport use, or in the alternative to acquire additional park land.

7. The proposed second runway should be required to go through an extensive environmental impact review including public hearings.
8. An ongoing ad hoc environmental review committee should be established.
9. The foregoing should not only constitute specific conditions of the property transfer but also on going deed restrictions, i.e., covenants running with the land, allowing property reversion to the U.S. government in the event of non-compliance.

Surely people of good will looking at all of the factors present which can be factually substantiated can work to a compromise solution for the greater benefit of all residents of South Florida while maintaining our great natural resources to be found in the national parks.

Respectfully submitted this 6th day of March, 2000.

Carl E B. McKenry

LIST OF EXHIBITS

EXHIBIT A	Biosketch
EXHIBIT B	Miami Herald, 2/5/2000
EXHIBIT C	Map
EXHIBIT D	Miami Herald, 2/2000
EXHIBIT E	Miami Herald, 2/22/2000
EXHIBIT F	Miami Herald, 2/27/2000
EXHIBIT G	Miami Herald, 2/10/2000
EXHIBIT H	Miami Herald, 2/12/2000
EXHIBIT I	Miami Herald, 2/14/2000
EXHIBIT J	Department of the Air Force Document

EXHIBIT A

BIOSKETCH

Carl E.B. McKenry, AB, JD, LL.M (Miami), LL.M (New York University), Certificate in Foreign Law, Parker School Columbia University, is Professor of Management at the University of Miami, with additional appointments in the School of Law, School of International Studies, and the School of Continuing Studies. A member of the faculty since 1955, he has served in numerous administrative positions at the University of Miami including Vice President for Academic Affairs, Dean of the Faculties, Interim Dean of the Business School, Chair of the Faculty Senate, Chair of the Department of Management, and various directorships such as the Urban and Regional Studies Center, the Innovation and Entrepreneurship Institute, and the Small Business Institute. His articles have appeared in the *Journal of Air Law and Commerce*, the *Hastings Law Review*, the *American Business Law Journal*, and the *InterAmerican Law Review*.

A member of the Florida Bar since 1954, he is admitted to practice before the Supreme Court of the United States, the U.S. Court of Appeal for the Fifth and Eleventh Circuits, the U.S. District Court for the Southern District of Florida, and the U.S. Board of Immigration Appeals. He serves as a member of the Board, and Chair of the Audit and Compensation Committees, of a publicly traded financial institution holding corporation.

He has served on various state and local boards and commissions in the State of Florida including the Metro Dade County Transit Authority. He has also served as the Executive Director of the Miami International Arbitration and Mediation Institute and on the Boards of several United Way non-profit agencies.

Exhibit B

SATURDAY, FEBRUARY 5, 2000 www.herald.com

Environmentalists unmoved on airport

BY CYRIL T. ZANESKI
czaneski@herald.com

Miami-Dade County Mayor Alex Penelas' 11th-hour offer to swap land and commit to environmental safeguards for a proposed airport at Homestead Air Reserve Base hasn't swayed conservationists who remain dead set against the plan.

At the last of five public hearings on air base redevelopment Thursday night, Penelas offered the federal government 39 square miles of county property in the heart of the Big Cypress Swamp, pledged to maintain a buffer of undeveloped land around the former air base and committed to cleaning up storm water flowing off the base if the county can build the airport.

"These are some things we've been thinking about doing for a while," Penelas said in an interview Friday. He said he made the announcement at the final hearing to call attention to his offer in a dramatic fashion.

"I'm trying," he said, "to underscore my commitment and the county's commitment to developing an airport in an environmentally appropriate way."

Penelas was unable to put a price tag on the county proposals, which would have to be approved by the County Commission.

Conservationists from two major Miami-Dade groups — the Sierra Club and Tropical Audubon Society — said Penelas' offers fell way short

BIG CYPRESS "JETPORT"

MDL0905GO THE HERALD

P.TEASE SEE JETPORT, 6B

Exhibit B (con't)

Environmentalists knock airport plan

P.JETPORT, FROM 1B

of guaranteeing protection for Biscayne Bay and the Everglades. The only way to protect Biscayne and Everglades national parks, they maintain, is to drop the airport plan.

Dave Chaquasa, executive director of Tropical Audubon, characterized Penelas' surprise announcement of the proposed swap of the legally used county airstrip known as the jetport and the mineral rights that accompany it as "an act of sheer desperation."

"He's not giving us anything that we don't already have," Chaquasa said. "Nobody's going to try to turn that land into an airport, and nobody's going to trying to drill for oil there."

The one proposal that did gain the support of some environmentalists was that of a buffer — securing hundreds of acres of farms, nurseries and other undeveloped parcels around the base to block future developments.

Neither the mayor nor other county officials could say yet how many acres would be needed, or whether the land itself or development rights would be bought.

"Certainly the buffer is a compelling offer — it's very important," said Brad Sewell, attorney for the Natural Resources Defense Council in New York. "But even that wasn't do anything to mitigate the noise impacts on Biscayne National Park, and the remaining pieces of Penelas' offer don't amount to very much."

The Air Force must decide whether to convey more than 1,600 acres of the former base to the county for its proposed airport or to deliver the property to one of two rival groups. One rival is proposing to launch commercial communications satellites at the property, the other to build golf courses, hotels, office parks and a major aquarium.

By offering a land swap, Penelas was attempting to one-up the bid by one of the county's rivals for the base — the Collier Resources Co. of Naples. Collier and its partner, the Hoogell Environmental Group, are offering the shared resort and office development proposal.

Collier is offering to swap a percentage of oil and gas rights that the company owns in the Big Cypress National Preserve. The company — owned by descendants of the powerful pioneer families of Barron and Miles Collier — control mineral rights to some 800,000 acres in Southwest Florida, including rights to drill for oil and gas on 500,000 acres in the preserve.

The Colliers, who submitted plans to explore for oil in the preserve before making a bid for the Homestead base, have yet to say how many mineral rights they would swap. Their representative, Roy Cawley, said only that the swap would be of equal value for the base and that the federal government could choose which areas it wants to protect from drilling.

The 39 square miles that the county is putting up for trade includes the Dade-Collier Transition and Training Airport, which was the focus in the 1970s of one of the most intense and famous environmental battles in South Florida history.

Conservationists then fought and defeated the county's proposal for building what was billed then as the world's largest airport, arguing that noise, pollution and sprawling development would destroy Everglades National Park. The arguments are identical to those being used today in opposition to the county's Homestead proposal.

In the wake of that fight, the Big Cypress National Preserve was established in 1974 to protect the Big Cypress Swamp and assure a natural flow of water through Southwest Florida. At that time, Florida and the federal government signed a pact assuring that Dade County would get a new airport site and the jetport property would be automatically transferred to the preserve, but that pact expired in 1983.

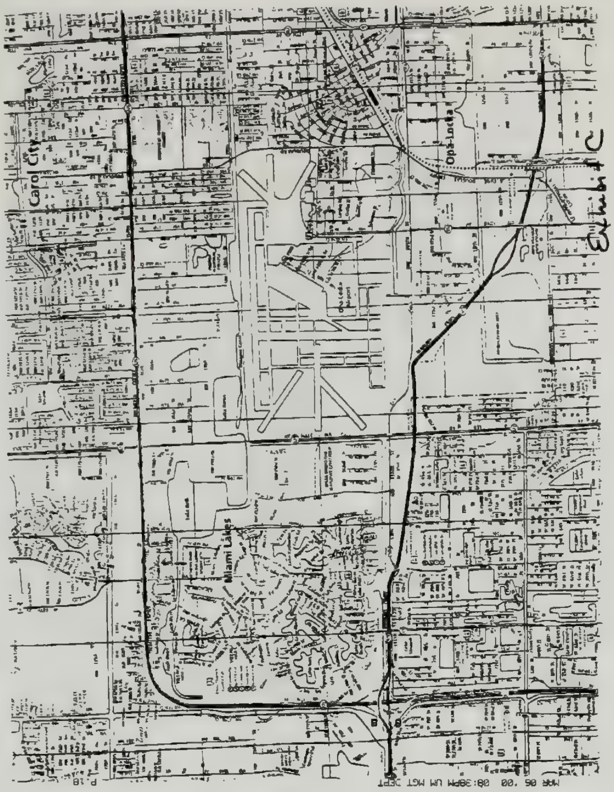
The county has been using the property since as a training center for airline pilots. County assistant aviation director Bruce Drum said the use of computer simulators has in the last 15 years taken away most of the training flights.

"Basically, what you have out there is a long jet runway, a road leading to it and a trailer," Drum said.

Penelas said that by offering the old jetport and proposing to hold the line against sprawling development near Homestead base, the county could win respect for its efforts to protect the environment.

"We're returning 39 square miles to the Big Cypress and closing the hole in the doughnut," Penelas said. "That's a major concession on our part, and I wanted to throw it on the table and let people know we're serious."

Stephanie Hannah, a spokeswoman for the U.S. Department of Interior, said that while the department is interested in adding the property to Big Cypress, Interior Secretary Bruce Babbitt remains opposed to the proposed airport at Homestead.



MAR 06 '00 08:39PM UM MGT DEPT P.19

Exhibit D

Mia Herald 2/2000

Third lawsuit filed in struggle over Glades songbird

BY CYRIL T. ZANESKI
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South Florida water managers have filed the third lawsuit in five months over an emergency plan for saving an endangered Everglades songbird, the Cape Sable seaside sparrow.

The South Florida Water Management District filed a countersuit Friday in U.S. District Court in Miami against a coalition of eight conservation groups — and the sparrow itself.

The conservation groups sued the Army Corps of Engineers and the water district last October, claiming that the agencies were violating the federal Endangered Species Act by flooding out sparrow nests on the west side of Everglades National Park.

The groups want the agencies to restore larger flows of water to the eastern side of the park, which has been parched by water management practices aimed at keeping private land dry. The groups include the National Resources Defense Council, the Sierra Club and the Florida Wildlife Foundation.

John Fumero, the district's general counsel, said moving the water away from the sparrow's nesting area would violate private property rights.

"In our view, the lawsuit these groups filed placed the water management district in the untenable position of having to decide which laws it wants to violate," Fumero said in an interview. "The gist of our countersuit is we're asking the court for some direction on this."

The Miccosukee Tribe of Indians filed the other sparrow lawsuit last month. The tribe is accusing the Army Corps of endangering private lands with flooding by steering water away from the sparrow nests in an effort to comply with the Endangered Species Act.

Mia Herald

Mia Herald 4/4/2000 Exhibit C

BARBARA P. FERNANDEZ/HERALD STAFF

IN THE THICK OF IT: Florida International University Associate Professor Joel Trexler stands near the Shark Valley entrance to Everglades National Park in a dense thicket of cattails that threaten the Everglades.

Dramatic spread of cattails chewing up River of Grass

BY CYRIL T. ZANESKI
czaneski@herald.com

Fueled by pollution from farms and suburbs, invading grasses called cattails are gobbling up the Everglades.

The towering, smooth-leaved cattails have conquered a staggering 61,053 acres of the River of Grass — or 14.5 percent of wetlands surveyed so far by state researchers.

"When you get that kind of explosive growth of cattails, you no longer have the Everglades," said Joel Trexler, an ecologist at Florida International University. "You've lost what makes makes the Everglades unique."

The pollutant sparking the cattail explosion is phosphorus, a nutrient added to farm fields and lawns to spur healthy growth of crops and grass. In the Everglades, the tiniest amounts of phosphorus cause devastating ecological changes to soils and vegetation, Trexler said.

Cattails are driving out sawgrass and other vegetation that would flourish in a healthy Everglades. They are smothering biological activities that make the Glades a special place for wildlife.

And they are spreading dramatically in some areas. For example, in just four years, cattails in a part of the northern Everglades more than quadrupled, according to the South Florida Water Management District.

> 'When you get that kind of explosive growth of cattails, you no longer have the Everglades.'
>
> — JOEL TREXLER, FIU ecologist

Can the rising tide of cattails be reversed?

Ken Rutchey, a senior environmental scientist leading the district's efforts to map cattails, cautions that restoration of cattail-infested areas is far off — if it can be accomplished at all. Nobody has yet restored cattail marshes to sawgrass in the Everglades.

"You're talking about many decades, and it might be on the order of a century or more," Rutchey said.

The big problem is that no one has figured out yet how to turn off the phosphorus spigot.

Despite efforts in recent years by the state and farmers to begin cleaning up the mess, large amounts of phosphorus continue to flow into the Everglades from sugar cane fields, vegetable farms and from Lake Okeechobee itself. The lake is overloaded with phosphorus from animal wastes washing off dairy farms and ranches along the Kissimmee River north of the lake.

One of the water district's own pumps at the edge of the Everglades in southwest Broward County continues to pump phosphorus-laden water from sprawling suburbs into the marshes west of U.S. 27. Around that pump are 9,204 acres of cattail marshes — or 21 percent of the section of the Everglades where that water collects.

Cattails are a native species. But in a healthy Everglades, cattails would occur only in isolated and smaller clusters. They would be found, for example, near alligator nests where wastes would provide high loads of fertilizers.

It doesn't take much fertilizer to spur cattails, Trexler said. The amount is so tiny that it's measured in parts per billion. One part per billion

PLEASE SEE CATTAILS, 2B

Exhibit C (cont)

CATTAILS, FROM 1B

is the equivalent of a second in 32 years.

"In the Everglades, it's easy to get too much of a good thing," said Trexler, who wrote a paper on the ecological impact of cattails and phosphorus in the Everglades for the Journal of the Society of Conservation Biology.

Phosphorus starts a destructive chain reaction. It decimates native algae known as periphyton, which require low-nutrient conditions, and spurs the growth of towering cattails. The cattails create a dense mat on the water that blocks sunlight and lowers levels of dissolved oxygen that aquatic life needs.

"Eventually, all you have are bacteria," Trexler said. "Everything crashes."

SATURATED SOIL

The phosphorus that isn't soaked up by cattails saturates the soil. The soil serves as a bank for the fertilizer, unleashing it later during dry periods when lightning sparks fires that burn muck soils, Trexler said. The burning sets the stage for more cattail marshes.

"Over time, it is almost certain that any area of the Everglades will experience a 'natural' disturbance [such as a drought and fire] that will clear out ... [sawgrass and other glades vegetation] and permit a race by plants for dominance," Trexler said. "Cattails will outcompete the typical low-phosphorus plants if the soil has accumulated enough phosphorus prior to the disturbance."

Scientists at the water district say in a recent report that phosphorus in soils has increased in recent decades. Phosphorus concentrations in the soil of Water Conservation Area 2A, the marshes that straddle the Palm Beach-Broward county line, increased more than threefold since the 1970s.

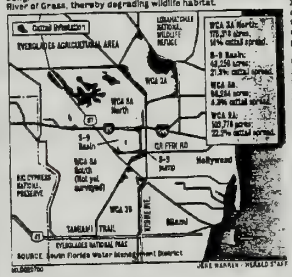
DIFFERENT RESULTS

The sugar industry's own scientists have come up with different results. They maintain that phosphorus in soils has been steady in recent years.

"The situation is stable," Bill Green, who represents the Sugar Cane Growers Cooperative, told the district's governing board in a hearing last year. "There's no crisis."

THE DEGRADED GLADES

Spurred by fertilizer-laced water flowing out of agricultural areas in the northern Everglades and surburbs in southwest Broward County, a wetland grass nicknamed cattails has conquered more than 61,000 acres of the Everglades. The cattails are driving out sawgrass and other vegetation that normally thrive in a healthy River of Grass, thereby degrading wildlife habitat.



SOURCE: South Florida Water Management District

JERE WARREN / HERALD STAFF

> 'While the latest phosphorus measurements continue to show great progress in reducing the loads in EAA [Everglades Agricultural Area] runoff, we still have a long way to go.'
>
> — FRANK FINCH, of the South Florida Water Management District

He added: "We're years ahead of schedule in terms of phosphorus reduction. Literally years."

Cane growers in the Everglades Agricultural Area are indeed ahead of a schedule set by the state. By changing how they manage their irrigation water, they managed to reduce total discharges of phosphorus by 49 percent last year, according to the South Florida Water Management District. These "best management practices" have been required since 1995.

STILL TOO HIGH

Water flowing out of the agricultural area now is carrying an average concentration of about 107 parts per billion phosphorus, compared to 173 parts per billion prior to the farms' implementing pollution controls, the district says.

But those reduced concentrations are still more than 10 times as high as the level of 10 parts per billion, which a consensus of scientists say is needed to protect the Everglades.

"While the latest phosphorus measurements continue to show great progress in reducing the loads in EAA [Everglades Agricultural Area] runoff, we still have a long way to go," said Frank Finch, the district's executive director.

The district's effort includes the construction of 44,000 acres of treatment marshes along the southern edge of the agricultural area to scrub up dirty water. But the ongoing $760 million project is only the first phase of the cleanup, designed to lower phosphorus concentrations in the water to 50 parts per billion.

THE TOUGH PART

Teams of scientists are working on the second part of the project — trying to figure out how to get the water down to 10 parts per billion or less. A consensus of scientists agree that water must be at that level or less to protect the Everglades.

While several treatment options are looking promising, nobody knows yet how to get the water that clean, how much it will cost or who will pay for the final treatment. Most think the second phase of the cleanup will cost at least $400 million and possibly more than $1 billion.

The scientists have a deadline set by state law. Cleanup technologies must be in place, and clean water flowing into the Everglades, by Dec. 31, 2006.

The cleanup is separate from the $7.8 billion Everglades restoration project that Congress and the Florida Legislature will consider funding this year. That project is aimed mostly at restoring increased quantities of water for natural resources as well as South Florida residents.

ACTION STALLED

Voters in 1996 passed an amendment to the state Constitution that says polluters should pay for cleanups. But the Florida Legislature has yet to put the amendment into play.

While scientists are working on cleanup technologies, Rutchey's group is continuing to map the spread of cattails in the Everglades. Their methods are so painstaking, though, that they are producing a snapshot of the River of Grass' condition five years ago.

Working from 1994 and 1995 aerial photographs, they are visiting thousands of sites in the Glades to confirm the accuracy of the photo maps. The survey team is just beginning to visit more than 1,000 sites in Water Conservation Area 3A between Tamiami Trail and Alligator Alley.

"It's very intensive, but it's very important scientifically that we see all the places on the photos," Rutchey said. "Since we're spending all this money on restoration, we need to have a good base on which we can measure success or failure."

P.22

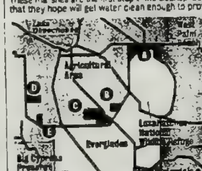
Miami Herald 2/27/2000

Exhibit F

CLEANING UP THE EVERGLADES

The state is building five stormwater treatment areas (STAs) to remove phosphorus from water flowing into the Everglades from the agricultural area south of Lake Okeechobee. These marshes are the first step in the cleanup. Scientists are testing additional technologies that they hope will get water clean enough to protect the River of Grass.

HANDFUL: Algae is tested to see if it can eradicate pollution in the Glades



SOURCE: South Florida Water Management District

MAA022700 THE HERALD

Scientists test technology for cleanup

BY CYRIL T. ZANESKI
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Nobody knows how to get water flushing off farms into the northern Everglades clean enough for the River of Grass. Nor can anybody say how much the effort might cost or who will pick up the tab.

One thing's for sure: Florida law says the water must be clean by Dec. 31, 2006 — and that's not a lot of time.

The deadline weighs heavily on researchers testing seven pollution-scrubbing technologies in a 3,800-acre triangle of man-made marshes at the northwest corner of the Arthur R. Marshall Loxahatchee National Wildlife Refuge in Palm Beach County.

Florida law says the water must be clean by Dec. 31, 2006.

"We are pushing it," said Jose Lopes, a senior environmental engineer for the South Florida Water Management District. "But it can be done . . . because we have to do it."

Lopez and his fellow engineers and scientists are evaluating different types of algae and aquatic plants that might soak up pollutants. They're also trying chemical treatments and filters.

The tests are being done on a small scale — from large plastic tubs to half-acre plots of marsh grasses. The scientists must choose a technology by the end of next year to have a chance of meeting the state deadline and using the technologies full scale in thousands of acres of treatment

PLEASE SEE EVERGLADES, 6B

MAR 06 '00 06:4 PM UM MGT DEPT P.23

Miami Herald 2/10/2000

Exhibit G

...economy," said Ned Riley, chief

2/10 PLEASE SEE MARKET, 6C

State seeks disaster aid for growers

BY MARTIN MERZER
mmerzer@herald.com

Saying that citrus canker disease "has now increased to emergency proportions," Agriculture Secretary Bob Crawford on Wednesday requested a federal declaration of agricultural disaster for the hard-hit lime growers of south Miami-Dade County.

If endorsed, as expected, by Gov. Jeb Bush and then U.S. Agriculture Secretary Dan Glickman, the request would help growers near Homestead and Florida City qualify for low-interest loans and other federal aid.

An incurable bacterial disease that cannot harm humans but blemishes citrus fruit, canker has been found in recent weeks in more than 1,000 of 1,600 inspected acres. Experts are inspecting the remaining 1,400 acres

PLEASE SEE CANKER, 3C

Aid sought for lime growers

CANKER, FROM 1C

devoted to lime production.

The 115 lime growers of south Miami-Dade — a group that produces all commercial limes grown in the United States — fear that their entire $20 million-a-year industry will be lost to canker and state efforts to eradicate it by destroying infected and exposed trees.

"I regret that the spread of Asiatic citrus canker in Dade County has now increased to emergency proportions . . .," Crawford said in a letter to Bush. "The dramatic spread of this imported foreign disease by this past year's storms constitutes an agriculture disaster of alarming proportions."

Terry McElroy, a spokesman for Crawford's office, said experts believed that the request would win quick federal approval.

"In the vast majority of cases, the feds go for it," McElroy said.

Alcedes Acosta, owner of Acosta Farms, one of the area's largest growers, praised the action. More than 140 of his 700 acres have been lost to canker. He and other growers were just getting back on their feet after Hurricane Andrew wiped out the industry in 1992.

"It will help," Acosta said of the state's action. "Anything they can do to help us would be welcome."

PROMOT

Exhibit G (con't)

P.24

SATURDAY, FEBRUARY 5, 2000 www.herald.com

Agricultural crisis may be declared in S. Miami-Dade

Lime growers could get aid

BY MARTIN MERZER
mmerzer@herald.com

An agricultural emergency may be declared next week in south Miami-Dade County, an action that could channel low-interest loans and other federal aid to lime growers threatened with ruin by canker disease, Agriculture Commissioner Bob Crawford said Friday.

In addition, a new quarantine area likely will be drawn around the county's blight-infested groves, he said. It could blanket Homestead, Florida City and surrounding areas.

"This is one of the worst diseases that could affect citrus," Crawford said. "If left unchecked, it could basically wipe out the Florida citrus industry. It's important to eradicate this disease."

At the request of the Miami-Dade Farm Bureau, Crawford met Friday with about 30 local growers and agricultural experts. Commercial lime growers fear that their entire $20-million-a-year industry will be lost to canker and state efforts to eradicate it.

The contagious, incurable disease — not harmful to humans but destructive to citrus fruit and trees — already has doomed at least 1,000 of the 3,000 acres now devoted to limes. Inspectors are finding it nearly everywhere they look in south Miami-Dade groves.

Hundreds of thousands of trees are being bulldozed and burned in an attempt to protect the rest of Florida's $8.5 billion citrus industry.

After the meeting, Crawford said he was inclined to ask Gov. Jeb Bush to declare next week that an agricultural emergency exists in south Miami-Dade. If endorsed by federal officials, the action would help local growers qualify for low-interest loans and aid authorized by Congress.

"I'm going to talk to our attorneys about the legal aspects of it," Crawford said. "And probably on Monday,

PLEASE SEE CANKER, 6B

CANKER, FROM 1B

I'll make the formal request."

Hammered by bad news for weeks, local growers applauded the development.

"Any help is welcome at this point," said Mike Hunt, vice president of agricultural operations for Brooks Tropical Farms, Florida's largest lime producer. "Good news is in short supply right now."

Some noted that the bacteria apparently entered the area through Miami International Airport, despite federal inspection efforts.

"We view this as a federal problem because of their failure to interdict these pests," said Craig Wheeling, Brooks Tropical's chief executive. "It would be nice to get some help with a problem we didn't create."

A citrus quarantine already covers 507 square miles of Miami-Dade and Broward, but Crawford said a new quarantine will be imposed next week around the lime groves.

The area likely would begin around Southwest 280th Street and range south toward the Monroe County line. Residents in a quarantine zone must not move citrus off their properties. Fruit from commercial growers must be carefully inspected and washed.

Miami Herald

Exhibit H

P.25

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2/12/2000

Canker fight may wipe out 1 million trees

Emergency bid to save fruit industry may burn a third of S. Florida citrus

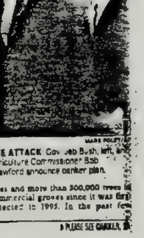
BY LESLEY CLARK
lclark@herald.com

TALLAHASSEE — Gov. Jeb Bush declared a citrus canker state of emergency in Miami-Dade and Broward counties on Friday and backed a $110 million plan to destroy as many as one million more trees over the next 12 months in an effort to wipe out the disease before it kills Florida's $8 billion fruit industry.

That's twice as many backyard fruit and commercial-grove trees than have already been felled in the past five years by the eradication effort that uproots and burns the diseased trees. But Florida Agriculture Commissioner Bob Crawford said the drastic measure — which would destroy as many as a third of the three million citrus trees in Miami-Dade and Broward — is needed to stop the spread of the highly contagious disease that has made a home in South Florida and threatens to obliterate the state's signature orange and grapefruit crops.

"If we don't do it, the scientists have assured me that it's over and we've lost," Crawford said. "We'll lose our citrus industry and people will lose their backyard trees as well."

Spread by wind, rain and sometimes people, citrus canker has already claimed 200,000 backyard fruit trees and more than 300,000 trees in commercial groves since it was first detected in 1995. In the past few



MARC POLITY/AP

THE ATTACK: Gov. Jeb Bush, left, and Agriculture Commissioner Bob Crawford announce canker plan.

PLEASE SEE CANKER, 2A

CANKER, FROM 1A

months alone, state officials have had to bulldoze more than 1,000 of the 3,500 acres of citrus groves in South Dade.

Caused by a bacteria harmless to humans, citrus canker attacks fruit with round, blister-like lesions and can destroy a tree's ability to produce fruit.

The $110 million would increase the number of cutting crews statewide from 40 to 265. Trees marked for destruction would include those within 1,900 feet of infected trees.

"We recognize it's going to be a hardship, a burden to a lot of people, but unfortunately there is no other way but to eradicate if we want to have any hope of ever restoring citrus," said agriculture department spokesman Terence McElroy. "Within a year people will be able to replant citrus. If we let it run rampant, we'd never have any citrus."

The agriculture department will open a command center at its Broward County office to direct the eradication effort. A toll-free helpline — 1-800-850-3781 — has already been set up to answer questions about the disease.

Homeowners who lose citrus trees from their backyard would be eligible to receive a $100 voucher — total, not per tree — to buy new foliage.

The goal is to contain the disease in its current boundaries and wipe it out within a year, Crawford said.

"There is no cure," he said. "Our only remedy is to burn."

First detected within a half-mile of Miami International Airport, the disease has spread to more than 300 square miles in Miami Dade and Broward. Tropical storms last fall spread the disease to more than 1,000 acres of commercial lime groves in South Dade and isolated outbreaks — believed to have been spread by people moving infected plant material — have been detected in Collier, Manatee, Hendry and Hillsborough counties.

The state now spends about $39 million annually on canker eradication. Crawford said he hopes to land $35 million from the state's reserves and as much as $75 million from state and federal government general appropriations. Bush and House Speaker John Thrasher said they'd push lawmakers to get the money. U.S. Rep. Allen Boyd, D-Monticello, who sits on a House agricultural-budget subcommittee appeared with the Florida officials at a press conference Friday and said he'll lean on Congressional colleagues to approve the money.

Bush and House Speaker John Thrasher said the effort has their backing.

"We've been aggressive in the fight, but now is the time to take it up a notch or two," said Bush, who signed an executive order Friday that sets a state of emergency in Miami-Dade, Broward, Collier, Hendry, Hillsborough and Manatee counties. The order, which calls the disease a "serious threat" to the state's economy, frees up state money for citrus canker eradication.

"We don't want to see this industry eradicated in the state of Florida and we're prepared to help," said Thrasher, who said the Legislature will make citrus canker cash a priority.

That came as welcome news to Tom Kirby at the Dade County Farm Bureau.

"This is a very positive step in the right direction," Kirby said. "We've got to do major surgery here. The economy of the state depends upon it."

Crawford and Bush have already requested a federal declaration of agricultural disaster for the South Dade Lime growers to enable them to qualify for low-interest loans and other federal aid.

Exhibit I   Mia Herald 2/14/2000

HEALTH CARE   MONDAY, FEBRUARY 14, 2000 www.herald.com 7G

Homestead Hospital grasps for lifeline amid losses

BY MICHELE CHANDLER AND DRASCEAR MARTINEZ

Homestead Hospital is in critical condition.

A ballooning number of poor patients has led to a dramatic increase in losses for the 120-bed institution in deep South Miami-Dade, a community still mired in economic stagnation attributed to the aftermath of Hurricane Andrew in 1992 and the subsequent closure of Homestead Air Force Base.

The hospital's owner, Baptist Health Systems of South Florida, wants public support for privately owned Homestead, an approach the hospital's officials tout as innovative and a potential national model. However, Public Health Trust president Ira Clark disapproves of any assistance deal, saying the Trust is building its own network to care for South Dade's poor.

In the meantime Homestead Hospital is foundering. The hospital registered a $2.1 million shortfall in 1997. By last year losses had tripled to $6 million, and there's no relief in sight. Annual losses are projected to top $9 million by 2004.

Not only is the hospital slowly being strangled, but Homestead's turbulent times also have dragged down Baptist. The four-hospital group lost $4 million last year, its first shortfall since Baptist became the area's dominant not-for-profit hospital chain in 1995.

Not-for-profit institutions don't pay taxes and must plow excess revenue back into the hospital or into other health-care related ventures.

"If it was not for Homestead we would have been profitable," said Brian Keeley, Baptist's chief executive. "We've done everything humanly possible to turn it around.

But there is no infrastructure and there are far too many indigent and uninsured people in South Dade. The area is devastated. There are not enough insured people to maintain the financial integrity of the hospital."

BAPTIST'S $12M TAB

In 1998 after a group of specialist physicians threatened to quit seeing patients in Homestead's emergency department because so many were uninsured, Baptist began paying the doctors. This year's tab — $1.2 million.

"If we were making a 1- or 2-percent margin, we wouldn't be having this conversation because we'd be more than happy to take from a viable organization like Baptist and ship it to Homestead," Keeley said. "When one organization starts to bring down the entire organization, we start to get very concerned."

Even with its problems, Homestead Hospital is the city's biggest employer, with about 525 full-time employees.

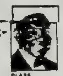
When stand-alone Baptist bought 160-bed South Miami Hospital in 1995, Homestead was part of the South Miami network and came along as part of the deal. While South Miami lost $12 million the year it was purchased, the hospital has been turned around and is now in the black. "Homestead was profitable prior to the hurricane," Keeley said. "We thought in a matter of one to two years it would turn around. Losses there have mounted instead."

Baptist's plea for help is directed to an unexpected source — Dade County's Public Health Trust, which controls Jackson Memorial Hospital and a network of 35 other health care facilities countywide.

1995, Homestead Hospital became a member of the Baptist Health Systems chain in 1995.

CEO: Baptist's Brian Keeley says everything humanly possible has been done in efforts to turn around Homestead Hospital.

'We are not in the partnering business.'



CLARK

MONEY FOR JACKSON

A public institution, Jackson is the sole recipient of a half-penny sales tax, approved by Miami-Dade County voters in 1991. The tax pumps $130 million a year into Jackson's $941 million budget, which gets an additional $90 million in property tax revenue.

While Jackson gets all of the funding, Baptist officials say it cares for relatively few indigent people needing health services in Homestead and surrounding communities in the southernmost part of the county.

The hospital group wants the Public Health Trust — or the Trust's overseer, Miami-Dade County — to help mitigate Homestead's operating losses. Baptist's executives have proposed two solutions. The Trust could become a half owner of a new not-for-profit organization that would run Homestead Hospital, splitting losses and capital costs 50-50 and sharing half the seats on the hospital's board of directors.

Or Homestead's ownership could remain with Baptist, with the Trust underwriting half of any losses Homestead reports until the area's overall economic situation heals.

"We can show half of Homestead's losses and we're willing to subsidize that much," Keeley said. "But we need help for the rest, either from the Public Health Trust, or directly from the County Commission."

CLOSING RULED OUT

Keeley said the health group's board has ruled out closing Homestead.

It is not clear what, if anything, Baptist could legally do to wrest money from county coffers. But it is clear that the proposal has ignited bitter controversy.

Keeley said that Baptist has been in negotiations with Health Trust president Ira Clark for two years attempting [illegible] fair to Baptist. None of Baptist's proposals moved forward, he said, so Baptist recently felt the issue needed to be made public.

Trust chairman Ira Clark said he isn't interested in being a white knight.

"Here's probably the richest private hospital in South Florida looking for public funds to offset a loss. That's not a public issue, that's a business decision made by Baptist Hospital," Clark said.

"We are not in the partnering business. Don't come and hand me the bill for a meal I didn't eat. I am not going to pay anything unless somebody forces me to," Clark said. "We have to fight like a junkyard dog to protect the resources we have to care for the people who are going to present to us tomorrow."

Officials with the Trust say they've already moved to expand services in the community, home to large numbers of migrant agricultural workers and a substantial number of other uninsured residents.

In 1997, the Trust took over two primary health care centers — one on Southwest 216th Street and the other in Homestead.

The Trust also is ensuring

PLEASE SEE HOSPITAL, 8G

MAR 06 '00 08:45PM UM MGT DEPT   P.27

Exhibit I (con't) Mia Herald 1/22/2000

Burger King's leftovers

Empty campus not easy to fill

BY ELAINE WALKER

Burger King's decision to abandon its sprawling South Dade campus leaves Miami-Dade economic development leaders and the Codina Group with big shoes to fill.

Local real estate brokers say that finding a new tenant for the 80-acre campus, which was built to Burger King's specifications in 1988, is going to be a major challenge.

The site in deep South Dade is virtually isolated from even the most basic services. It's surrounded by a residential neighborhood, and during rush hour it can be an hour's drive to the downtown Brickell area.

"It's going to be more like finding a needle in a haystack to find the right user," said Edgar Jones, vice president with the Miami office of brokerage firm Grubb & Ellis. "For the same reasons that Burger King is leaving, other companies are going to find it less than attractive."

Burger King announced Thursday that although it will keep its world headquarters in Miami-Dade County, it will leave its South Dade headquarters. The property is owned by a private investment group, which is represented by Financial Security Assurance, a New York bond insurance firm.

Local brokers say South Florida doesn't have many companies big enough to take Burger King's 300,000-square-foot site designed for up to 750 employees.

Nor are there a plethora of suitable companies from around the country knocking at the door, interested in moving their headquarters to Miami-Dade County.

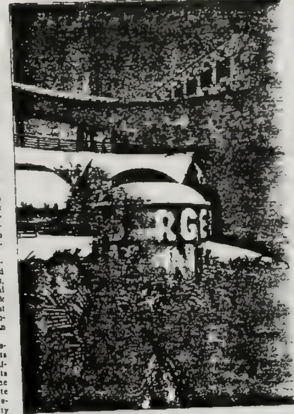
"Miami is just not known as a prime relocation market for Fortune 500 company headquarters and institutional entities that would utilize a campus like that," said Bob Orban, vice president of brokerage with Trammell Crow's Miami office.

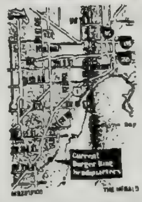
But Beacon Council President Frank Nero and Codina broker Hank Klein, who represents the property owners, remain optimistic.

Since Burger King doesn't plan to leave until September 2002, they say they have plenty of time to find a new tenant. The Beacon Council, the county's economic development agency, will tout the property during a March site selection showcase that will bring location advisors from all over the country to Miami-Dade County looking for sites.

The plan is to emphasize the property's unique setting. The campus fronts Biscayne Bay and

PLEASE SEE BURGER KING, 8C





TENANT WANTED

Site: Former Burger King world headquarters.

Location: 17777 Old Cutler Rd., overlooking Biscayne Bay

Built: 1988 and partially rebuilt in 1992-93 after Hurricane Andrew.

Space: 315,000 square feet.

Maximum workforce capacity: 750 employees.

Acres of campus: More than 80

Number of parking spaces: 855, including 491 covered spaces.

Special features: Burger King University, featuring five classrooms and eight seminar rooms and 4,000-square-foot video studio.

Distance to airport: About 15 miles (35 minutes, without traffic).

Exhibit J

DEPARTMENT OF THE AIR FORCE

HOMESTEAD SEIS

Property Disposal and Redevelopment Goals

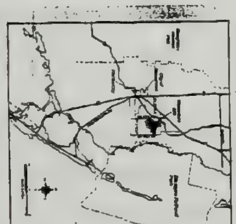
- The goals of the SEIS process are to:
  - Thoroughly analyze potential environmental impacts of the airfield transfer
  - Analyze reasonable transfer alternatives
  - Identify potential mitigation measures
  - Inform and involve the public in a discussion of significant environmental issues
  - Support informed decision making
- Miami-Dade County redevelopment goals:
  - Provide south Miami-Dade County with an environmentally balanced foundation for growth and improved economic viability
  - Attract private investments and other elements that cause economies to grow and prosper
- Develop the disposal property in a way that is compatible with continuing military operations

The Goal

To transfer the properties in a manner that:

Supports local plans for economic revitalization of south Florida

Protects Biscayne Bay and the nearby national parks



Homestead ARS will continue to maintain a strong military capability

South Florida's national parks are neighbors of Homestead AFB

- Biscayne National Park
  - The park preserves and protects a natural mangrove shoreline, a shallow bay with diverse species of fish and other marine animals, a chain of small islands, and fragile living coral reefs.
  - The park is 180,000 acres, of which 95% is water. Visitors to the park enjoy activities such as wildlife observation, bird watching, boating, fishing, and diving. The park is located 2 miles east of former Homestead AFB.
- Everglades National Park
  - The park preserves the largest remaining subtropical wilderness in the continental United States. Its 1.5 million acres include a variety of habitats for endangered animals, birds, and plants. It encompasses sawgrass marshes, mangrove swamps, pinelands, hardwood hammocks, cypress swamps, and Florida Bay.
  - Eighty percent of the park is wilderness. One million visitors from all over the world travel to the park each year, enjoying activities from hiking to canoeing to watching alligators and other wildlife. The park is located 10 miles west of former Homestead AFB.

5 MINUTE ORAL REMARKS

MY NAME IS CARL McKENRY. I AM A PROFESSOR AT THE UNIVERSITY OF MIAMI AND A DADE COUNTY RESIDENT FOR 53 YEARS. DETAILS OF MY QUALIFICATIONS TO APPEAR BEFORE YOU WILL BE INCLUDED ~~LATER~~ IN A MORE EXTENSIVE WRITTEN SUBMISSION BECAUSE OF TIME LIMITATIONS.

I AM ~~READING FROM~~ USING THESE PREPARED COMMENTS IN SUPPORT OF THE REGIONAL AIRPORT PLAN.

ASIDE FROM ANY OTHER ASPECTS THREE FACTORS ARE EVIDENT AND UNCHALLENGED:

<u>FIRST</u> – IN TWENTY YEARS, REGARDLESS OF NEW CONCOURSES AND PARKING GARAGES OR TALLER CONTROL TOWERS, BOTH MIAMI AND HOLLYWOOD-FORT LAUDERDALE INTERNATIONAL AIRPORTS WILL BE AT OPERATIONAL CAPACITY.

moreover

MONROE COUNTY REGARDLESS OF GROWTH WILL REMAIN WITH A SMALL COMMERCIAL AIRPORT AT MARATHON AND A LARGER BUT VERY LIMITED ONE AT KEY WEST.

SECOND- NO SUITABLE LOCATION IN BROWARD, DADE, OR MONROE COUNTIES IS AVAILABLE FOR AN ADDITIONAL AIRPORT WITHOUT SEVERE AND UNACCEPTABLE ECOLOGICAL IMPACT AND POTENTIAL DAMAGE

THIRD – THIS POPERTY HAS EXISTED AS AN AIRPORT FOR ALMOST SIXTY-FIVE YEARS AND HAS BEEN THE HOME AT ONE TIME FOR B-47 AND B-52 HEAVY JET BOMBERS.

GIVEN THESE FACTORS IT SEEMS TO ME THAT TO DELIBERATELY DESTROY AN EXISTING FACILITY

~~WHICH IS ALMOST ELIGIBLE FOR PRESERVATION AS AN HISTORICAL LANDMARK AND~~ WHICH WOULD COST MILLIONS IF NOT HUNDREDS OF MILLIONS OF DOLLARS TO REPLACE WHERE THERE IS A DEMONSTRATED NEED AND NO VIABLE ALTERNATIVE PROFERRED CONSTITUTES A NEGATIVE ECOLOGICAL ACT THAT BALANCES OR EXCEEDS ITS OPPOSITION.

I AM UNCOMFORTABLE TO FIND MYSELF IN DISAGREEMENT WITH SUCH FINE AND WORTHWHILE ORGANIZATIONS AS SIERRA AND AUDABON, I UNDERSTAND AND EMPATHIZE WITH THEIR COMMENDABLE PASSION IN THIS MATTER, BUT I BELIEVE THE BETTER COURSE IS TO WORK FOR GREATER ENVIRONMENTAL PROTECTION THROUGH ENHANCED LIMITATIONS AND REQUIREMENTS IN THE TRANSFER DOCUMENTS TO MIAMI-DADE COUNTY IN THE NATURE OF BOTH COVENANTS AND DEED RESTRICTIONS.

I HAVE FIVE AREAS OF MAJOR CONCERN: were free in written submission

MIA EXP.

ONE - MORE ATTENTION TO WATER RUN-OFF PROBLEMS AND GREATER PROTECTION FOR BISCAYNE BAY IN THAT REGARD.

TWO - IMPLEMENTATION OF GREATER FLIGHT PATTERN RESTRICTIONS THAT ARE CONSISTENT WITH AIRCRAFT SAFETY.

THREE – BECAUSE OF THE INEVITABLE PRESSURES FOR COMMERCIAL BUILD-UP ON AIRPORT PERIPHERY, DRACONIAN ZONING REQUIREMENTS NEED TO BE ENACTED AND ENFORCED.

FOUR - FROM AIRPORT GENERATED REVENUES AN ENVIRONMENTAL CONTINGENCY FUND IN THE MILLIONS OF DOLLARS SHOULD BE ESTABLISHED FOR USE TO CORRECT OR AMELIORATE ANY UNFORSEEN ECOLOGICAL PROBLAMS RESULTING FROM AIRPORT USE – OR TO ACQUIRE ADDITIONAL PARK LAND.

FIVE - ~~INTERESTED PRIVATE ENVIRONMENTAL GROUPS – SUCH AS AUDABON AND SIERRA, TOGETHER WITH APPROPRIATE FEDERAL, STATE AND LOCAL AGENCIES HAVING ECOLOGICAL AUTHORITY AND RESPONSIBILITY, SHOULD COLLECTIVELY~~ Further REVIEW THE IMPACT STATEMENTS OF SO-CALLED "MITIGATION MEASURES NOT ALREADY INCLUDED IN THE PROPOSED ACTION" FOR ADDITIONAL APPROPRIATE ITEMS TO BE INCLUDED IN THE PROPOSED ACTION.

GMAA
Chapter of the National Aeronautical Association

003217

Greater Miami Aviation Association

Homestead SEID
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802

March 7, 2000

Dear Sir,

I am President of the Greater Miami Aviation Association, which was chartered by the State of Florida in 1927. We have been a strong, vocal advocate of aviation in this community in all of these years. After hurricane Andrew and six years of studies (FIS, SENSITIVITY STUDY and SEIS) which have conclusively received environmental validation and widespread local support, a limited commercial airport at Homestead is essential to the State and National transportation infrastructure.

Please approve the limited commercial reliever airport at Homestead. I have attached a fact sheet that clearly outlines the need for developing homestead as a reliever airport to Miami International Airport.

Walter E. Collier
President
Greater Miami Aviation Association
Telephone/Fax – 305-233-1853

cc: Sen. Bob Graham
South Florida Congressional Delegation
Secretary Bruce Babbitt
Board of County Commissions
Mayor Alex Penelas
Mayor Steve Shriver, City of Homestead
Mayor Otis Wallace, City of Florida City

Greater Miami Aviation Association
P.O. Box 59-0928 • Miami, FL 33159

FACT SHEET

- After Hurricane Andrew devastated Homestead in 1992, President Bush, Governor Clinton, Secretary Perry and other leading government officials promised residents that Homestead would be redeveloped and that badly needed jobs would be restored quickly. Instead of redevelopment, the federal government removed its major military mission, and, 8 years later, promises of redevelopment remain unfulfilled.

- Too many residents of the Homestead area have been left out of the economic prosperity enjoyed by the rest of the nation in the 1990s. This includes a disproportionate share of minorities and low-income individuals. Studies commissioned by the Air Force and the Federal Aviation Administration (FAA) confirm that an airport would produce as many as 17,000 jobs onsite and an additional 21,000 offsite.

- These 38,000 airport-related jobs are estimated to generate $800 million in earnings by 2015 and to increase to over $1 billion in earnings by full build-out, providing full employment and a strong local economy.

- Non-airport proposals do not provide comparable jobs. The Collier proposal, for example, "is estimated to be the least job intensive alternative". 1,900 by 2005 and only 6,800 at full build-out onsite. In total, the Collier proposal is estimated to produce no more than 14,000 jobs and $350 million dollars in earnings by full build-out. Facts will show that even these numbers may be inflated. Obviously, the Collier proposal would produce many fewer jobs at significantly lower pay.

- In the Airport proposal, the county would never give up ownership. The other non-airport proposals would transfer extremely valuable public assets to wealthy private developers.

- South Florida needs an airport that will relieve congestion at Miami International Airport. Despite contrary claims, not only is Homestead the best site for a "reliever airport," the Air Force/FAA study confirms that there is no feasible site for a new airport and Opa-Locka cannot satisfy the forecast needs.

- There are approximately 20,000 annual military and government aircraft operations at Homestead Air Reserve Station. Flight operations will continue at this level. The Air Force/FAA study confirms that these military jet fighter flights tend to be louder than forecast commercial operations.

- In 1994, after a lengthy environmental study, the Air Force approved airport development in Homestead recommended by Miami-Dade County. The County then designated an airport development team. Before airport development could begin, environmentalists forced a second study, causing a 6-year delay.

- Now, the Air Force and the FAA have released an exhaustive, costly, independent study which clearly demonstrates that an airport would produce the best jobs for residents and that airport development is compatible with the environment. This study is called the "Draft SEIS."

- Polling data show that 69.3% of South Dade residents support commercial aviation development at Homestead Air Force Base. It is important that residents in the Homestead area offer support for the draft SEIS which allows for airport development and the best possible jobs in the shortest time possible.

- This is an important election year. Residents of the Homestead area should mobilize voters and let candidates know that South Dade residents will support only candidates who pledge to create good jobs quickly, finally delivering on the promises made in 1992.

003218

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 3/6/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

My name is Marleen Volkert and I live at 14210 Henderson Street in Naranja, Florida. I have resided in Naranja for more than 25 years and since Humcane Andrew in 1992 have watched my City, my neighborhood deteriorate. We have become the forgotten residents of Dade County. Where once, years ago, there were jobs for our residents, many working at the Homestead Air Force Base and others finding work in the fields or else venturing north to work in the shopping malls. ..now...there is a sense of desperation.

Both President Bush and President Clinton told us that the Air Force Base conversion would be a model for all cities across the nation to emulate. We are still waiting...waiting for economic development.. waiting for jobs for our residents. There are various plans before you today but the one that holds the greatest promise and most immediate hope for tomorrow is an airport.

Think of what it would mean to have our students graduating from a local aviation magnet school and be afforded the opportunity of finding a good paying job in his or her own community. There is a need for a reliever airport for Miami International Airport and the ideal location is here in the South Dade area.

Our community residents need jobs....good jobs...and I would respectfully request that you consider our plight in South Dade County...we have waited almost 8 years for redevelopment and it is only right and just that rather than having study after study after study... A decision be made to build Homestead Regional Airport and fulfill the promises made years ago.

NAME/NOMBRE: MARLEEN VOLKERT
ADDRESS/DIRECCIÓN: 14210 HENDERSON ST.
CITY/CIUDAD: NARANJA
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33032

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

Se publicarán sus comentarios en el SEIS FINAL. Favor de no incluir su dirección personal si no desea que esta aparezca en el SEIS FINAL. El hecho de proporcionar esta información es considerado como su consentimiento para publicarla.

Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX. 703-696-8828

Sent By: ANDERSEN MKTG DEPT; 3059812882; Mar-7-00 8:34AM; Page 2/3
Feb-29-00 03:17P Dr. D1 Geronimo 305-932 3155 P.01

003219

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Publicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 2/29/2000

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I am for the Homestead Airport. I truely believe it will expand job opportunities and I don't see how the environment can be negatively affected.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Cissy E Rodriguez
ADDRESS/DIRECCION: 1909 SW 124 PLACE
CITY/CIUDAD: Miami
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33175

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

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1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

Feb-29-00 03:17P Dr. D1 Geronimo 305-932-3155 P.01

003220

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Publicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 3/7/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I am for the Homestead Airport. I feel it will bring a tremendous number of job opportunities to Homestead. Homestead is a city which is in need of more jobs and more income to rebuild the city after the disaster of Hurricane Andrew. I am extremely upset because both Clinton & Gore said they were for the airport, but I have not seen them do anything for it. Many people say an airport will harm the environment around it but I believe this is not true because Miami International Airport doesn't harm the environment nor does the other airports around the world.

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Darcie Quintana
ADDRESS/DIRECCION: 8420 SW 89 St
CITY/CIUDAD: Miami
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL, 33156

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

Se publicarán sus comentarios en el SEIS FINAL. Favor de no incluir su dirección personal si no desea que esta aparezca en el SEIS FINAL. El hecho de proporcionar esta información es considerado como su consentimiento para publicarla

Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 de marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

Mar-07-00 02:50P Dr. D1 Geronimo 305-932-3155 P.01

003221

Written Comment Sheet - Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS - Audiencias Públicas para el Borrador de Homestead

Thank you for your input
Gracias por su participación

DATE/FECHA: 3/6/00

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

I live in South West Miami (Kendall). I am 100% for the redevelopment of the Homestead Air Force base as a airport for 2 reasons. ① We need these kinds of jobs and ② we need a airport (reliever).
I attended the 3 days of public hearing that were held here in South Florida. I could not believe what I heard at those hearings. The studies that were done by our government show that there will be no harm to the Parks & Everglades and these people stood (environment) there and said it would harm the way these people looked I doubt they would know more than our federal government. The Clinton/Gore administration promised us years ago this airport for our community and they have done nothing. I feel that Gore is not bothering to listen to us

**** CONTINUE ON BACK FOR MORE SPACE ****
****CONTINUE AL DORSO PARA MÁS ESPACIO****

NAME/NOMBRE: Damarie Quintana
ADDRESS/DIRECCION: 8420 SW 89 St
CITY/CIUDAD: Miami
STATE, ZIP CODE/ESTADO, ZONA POSTAL: FL 33156 (305) 598-4968

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Proving this information will be considered consent to publish it.

Se publicarán sus comentarios en el SEIS FINAL. Favor de no incluir su dirección personal si no desea que esta aparezca en el SEIS FINAL. El hecho de proporcionar esta información es considerado como su consentimiento para publicarla

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Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX: 703-696-8828

Mar-07-00 02:51P Dr. D1 Geronimo 305-932-3155 P.02

because he obviously has his mind made up with the enviromentalists because he feels he will probaly have more votes with them.

As far as the other proposed projects that will be a waste of time and money. We don't need anymore golf courses nor hotels. We need high pay in jobs not minimom wage jobs.

I don't understand the airport is there why not use it. By using ~~that~~ the Homestead Base we don't need to use taxpayers money to build another one from scratch, besides there is no other location better than Homestead (space & location).
I hope you will make the right decision

thank you

Damarie Quintana

003222

SOUTH FLORIDA GROWERS ASSOCIATION, INC.
P.O. BOX 458, GOULDS, FLORIDA 33170 PHONE (305) 258-1631 FAX (305) 258 3393

AFBCA/EX
1700 N. Moore Street, Suite 2300
Arlington, VA 22209-2802
Fax (703) 696-8828

March 6, 2000

Statement from South Florida Growers Association, Inc - Goulds, FL

We Represent more than 75 growers who have been growing and marketing Tropical Fruits and Winter Vegetables for more than 60 years, within 5 miles of the South Dade (Homestead) Air Reserve Base. Even during their Peak Activities, during 1941 to 1945 and again during 1965 to 1992, We Never experienced any problems affecting the growth of our plants and trees due to Air Base Activities.

We Received a Telephone Call at 10:30 at night from the Harris Pollster and from the questions designed to Solicit only Answers Favorable to the Environmentalist!

The Long Time Residents who have invested our own Time and Funds here in South Dade, we favor the combined use and Expansion of the Homestead Air Force Reserve Base for future use as a Commercial Airport and possible Future usage for Military during Peek Military Needs

Harold E. Kendall

South Florida Growers Associations,
P.O. Box 375
Goulds, Florida 33170
Telephone 305-258-1631

Florida Fruits
Lime Avocados Mangos Tropicals

Nathaniel Pryor Reed

003223

VIA FACSIMILE 703-696-8828

March 7, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

Gentlemen,

I enclose a copy of my letter to President Clinton opposing the transfer of Homestead Air Force Base. As a former officer in the United States Air Force, I am chagrined at the thought of a transfer of property owned by all Americans for a use that will effectively destroy land owned by all Americans

Stop, Look and Listen and then consider the alternatives that will avoid years of expensive litigation and the pining of an uncaring name on the Air Force decisionmakers who obviously do not understand the value of national parks and refuges

Sincerely,

Nathaniel P. Reed

Enclosure

Mailing Address: Post Office Box 1213, Hobe Sound, Florida 33475
Overnight Delivery: 11844 SE Dixie Highway #C, Hobe Sound, Florida 33455
Voice (561) 546-2666 - Fax (561) 546-5019 - E-mail: nat@flinet.com

---

Nathaniel P. Reed

Via E-mail

March 7, 2000

President William J. Clinton
The White House
1600 Pennsylvania Ave.
Washington, DC 20500

Dear Mr President,

As a former Assistant Secretary of Interior for Fish, Wildlife and National Parks, I want to express my opposition to the Air Force's plan to transfer the former Homestead Air Force Base to Dade County for development into a major international airport

I was deeply involved in the preservation of Biscayne Bay National Park, the Big Cypress Preserve and have worked for 40 years to protect and enhance the water flows to Everglades National Park

I have had the wonderful opportunity of meeting you in Miami where we discussed your Administrations' bold plans to restore the Everglades system. I told you then and reiterate: your Administration has a record in environmental action that equals that of President T.R. Roosevelt. You have forged an environmental team across the Clinton Administration that is deep, well versed and capable of protecting our country's air, water and land

Mr. President, every scientific review of the Air Force's Supplemental Environmental Impact Statement, plus a dose of old fashioned common sense, concurs that it is impossible not to adversely impact two National Parks, A National Preserve and two National Wildlife Refuges by allowing property owned by all Americans to be developed into a commercial airport.

There are insufficient remedial measures that can mitigate the impacts of a commercial airport on Biscayne Bay, the ground and surface water, the noise of the flight paths over Everglades National Park and Big Cypress Preserve. The quiet and peace of the three national park areas and the national refuge would be shattered forever. This is not the kind of blemish that you would want your Administration to project, especially after you personally have invested so much time and effort in the plans to restore the Everglades system.

I count on your support when the Supplemental Environmental Impact Statement is finalized and comes before you for a final decision.

There are alternatives to a commercial airport that will foster wise growth in the Homestead area that has been hard hit ever since the devastating hurricane

You have the fate of these great federal areas in your hands. I am confident of your decision.

Sincerely,

Honorable Nathaniel P. Reed

Post Office Box 1213, Hobe Sound, Florida 33475
(561)546-2666 Fax (561)546-5019 – E-mail: nat@flinet.com

SIERRA CLUB — Miami Group

003225

Post Office Box 43-0741 ● South Miami, Florida 33243-0741

March 6, 2000

Homestead SEIS
AFBCA/EX,
1700 North Moore Street, Suite 2300
Arlington VA 22209-2802

RE Inclusions to public record for final SEIS for Homestead Air Reserve Base (HARB)

To Whom It May Concern

On behalf of Sierra Club members in Florida and throughout the nation, we submit the following for inclusion in the public record for the final HARB SEIS

1) "A Survey of Public Attitudes Toward the Proposed Conversion of the Homestead Air Reserve Base to a Reliever Airport for Miami International Airport", conducted by Lou Harris, in February 2000

2) Signatures from more than 2500 petitioners imploring the Air Force not to convey the Homestead Air Reserve Base for the purposes of a commercial airport. The petitioners ask the Air Force to consider alternative proposals in a way that creates job and does no harm to our nearby national parks

3) A statement from Sierra Club Miami Group, supporting the mixed use alternative described in the draft SEIS as the Collier/Hoover plan

We appreciate the opportunity to submit these materials, for publication in the final SEIS In our complete response to the draft SEIS, we join our comments to those prepared by the Natural Resources Defense Council

Sincerely,

Alan Farago
Conservation Chair

Cc Sandy Jensen
Heidi Kuchenbacker
Barbara Lange
Jonathan Ullman

"Not blind opposition to progress, but opposition to blind progress."

A SURVEY OF PUBLIC ATTITUDES TOWARD THE PROPOSED CONVERSION OF THE HOMESTEAD AIR RESERVE BASE TO A RELIEVER AIRPORT FOR MIAMI INTERNATIONAL AIRPORT

CONDUCTED BY
LOUIS HARRIS
FEBRUARY 2000

PREPARED FOR
SIERRA CLUB AND
NATURAL RESOURCES DEFENSE COUNCIL

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A WORD ABOUT THIS STUDY

The Drawing of the Sample

In all, 1002 adults were interviewed on a random basis from representative lists of residential telephone numbers between February 17th through February 22nd, 2000. The 1002 were drawn from a random list of 19,894 telephone numbers from 104 305 exchanges, all of which contained numbers from communities surrounding Homestead, Florida, specifically the Homestead Air Reserve Base area. The furthest south included in the sample was the Key Largo area. Every other area contiguous with the specific Homestead site was represented proportionate to its size. Thus, it can be concluded that each household had an equal chance of being drawn into the sample. The areas sampled were the Census Tracts in the specified area. Marketing Systems Group, a major national sampling organization, utilized the GENESYS Sampling System, a methodology known for yielding the most accurate and most usable residential telephone numbers. An average of 3.8 call-backs were made to each of the numbers randomly drawn. If there was still no answer, then a substitute next number on the list was used. The sampling error in this sample is 3% in 95 out of 100 cases drawn.

The Characteristics of the Sample

The following table sums up the major demographic characteristics of the sample, and, indeed, the area immediately surrounding the Homestead Air Reserve Base:

CHARACTERISTICS OF THE SAMPLE

By Age	%
18-29	27
30-49	40
50-64	21
65 and over	10
By Sex	
Male	45
Female	55
By Education	
High school graduate or less	51
Some college	27
Four year college graduate, post grad	21
Refused	1
By Annual Household Income	
$15,000 or less	14
$15,001-25,000	15
$25,001-50,000	27
$50,001 and over	29
Refused	14
By Political Party Affiliation	
Republican	22
Democrat	39
Independent	27
Not sure	12
By Ethnic and Racial Origin	
White	44
Hispanic	28
Black, African American	24
Other	4

Because of the fine balance in numbers to yield significant results, breakdowns of each of the above groups were obtained to each question asked, allowing for rich and statistically significant results for each of the subgroups broken out. No weighting was required in the final computerization of the results.

As a result of this methodology, a representative cross-section of the population most affected by the eventual use of the Homestead Air Reserve Base was obtained and then interviewed in considerable depth. Public opinion concerning the proposed reliever airport at the site can be accurately assessed from the polling results.

The Survey Design and Questionnaire

Once the Homestead Air Force Base had been devastated by Hurricane Andrew, triggering a decision by the Department of Defense to close the facility, a major question for South Dade County remained: what should be done with the vast tract of land and facilities? Two main proposals have been put forth: one to convert the Homestead Air Reserve Base to a "reliever airport" for the presumably burgeoning demands upon Miami International Airport, and the other to develop at the same site a diversified mixture of new office developments, light industry, residential housing, and a state-of-the-art aquarium.

It is generally acknowledged that the Base should be developed in some manner, with many pointing to a need for more jobs in South Dade County, along with the stimulus of new economic activity that could lift the overall level of income, employment, and spending in the area. However, the reliever airport proposal has met with serious objections on environmental grounds. The lines are now clearly drawn between what is considered an environmentally-moderate diversified development plan, as outlined above, and the construction of a major commercial airport facility to "relieve" the load on Miami International Airport.

This survey was designed to get at both the underlying problems of the need for jobs in South Dade County and the concerns about the impacts a reliever airport would have on the quality of life and health of those who live in the area and on the major national parks near the Homestead Air Reserve Base. Implicit in the mix, of course, is the issue of tourism, which is a major industry in South Florida.

The questionnaire design reflects these considerations. Major attention has been given to measuring opinion concerning the jobs which might be generated by the development options, as well as the extent to which environmental considerations are viewed as important and vital to the preservation of local residents' quality of life.

A key line of questioning ultimately, of course, then had to be the choice facing Dade County of what should take top priority: jobs or preserving the environment? This survey provides a clear-cut answer on this pivotal issue.

After being exposed to arguments pro and con on the key dimensions of the issue, the cross-section of residents was asked directly which alternative they preferred: to develop the facility as a reliever airport or to develop it in diversified and likely more environmentally-friendly way. Then the sample was asked up or down on whether it favored or opposed the reliever airport proposal. Of course, putting the issue this latter way predictably would give the reliever airport proposal an advantage since the question would imply that the alternative would be to do nothing with the Base.

One other dimension was explored: the fact that if the reliever airport plan were to be adopted, then Miami Dade Aviation would be directly responsible for protecting the public interest in the nearby national parks. Public reaction to this prospect was also probed and is reported.

A Brief Comment on a Previous Attempt to Measure Public Opinion

Over six months ago, the Homestead/Florida City Chamber of Commerce hired an investment banking group to conduct a one question survey of residents from communities surrounding the Homestead base. The "poll" asked 300 residents, asserted to be a representative sample, this question by phone:

"Do you support commercial aviation as part of South Dade's economic development of Homestead Air Force Base?"

The result was a resounding 69% to 31% majority who said "yes."

This "polling" exercise was critically flawed and should not be used to gauge public opinion concerning the proposed redevelopment options for the Homestead Air Reserve Base. Indeed, the methodology contravenes nearly every principle and rule in modern survey research, as laid down by the National Council on Public Polling, and modern public opinion research.

Specifically, the flaws of the Chamber "poll" are the following:

1. The question as asked is one-sided. It contains not even the most basic alternative of "or don't you feel that way?" Almost invariably when asked if they favor or support some non-threatening idea, people in a poll will shrug their shoulders and say "Why not?" The classic example from over 30 years ago by the National Opinion Research Center at the University of Chicago was what happened when a reliably drawn national cross-section was asked if it favored or opposed "The National Metallic Acts Corporation?" A resounding 70% supported the non-existent entity. The question asked in the Chamber poll is in this category.

2. The drawing of the sample used zip codes that were then converted to telephone numbers. This technique was abandoned over 20 years ago, because zip codes consistently prove far too large and too varied to be capable of sufficient differentiation. For over a quarter of a century, any poll worth its salt will define the area under consideration according to census tracts,

which are roughly 300 residents in size and generally cover closely-knit areas. Aggregated areas are then defined and used to generate reliable sampling results. As already noted, in our February 2000 poll, for example, the Marketing Systems Group, based in Philadelphia, PA, used the most sophisticated type of sampling selection methodology, GENESYS Sampling Systems, to construct the sample used.

3. The sample size of 300 cases in the Chamber poll is far too small to allow for reliable representation of the area in question, particularly considering the survey is ostensibly intended to shed light on a subject of obvious major importance to South Dade County. We also noted that the results appear to have been hand-tabbed, and not computerized, and with no demographic information collected, there is no way to tell if the sample was representative of the area or not.

4. Finally, on a subject such as the one under consideration, literally no one with any qualifications in survey research would ever ask one question and base a conclusion on it. People simply do not give you their answers wrapped up in their answer to a single question. A minimum of 8 to 10 questions should be asked to at least obtain the initial set of public opinion. In this February 2000 survey, fully 35 probes were made to determine underlying as well as specific opinions.

In sum, the Chamber survey is fallacious and misleading: the epitome of amateurism. As such, it surely must be taken as an affront to those who must ultimately make the decision about the fate of the Homestead Air Reserve Base.

A Final Note

Louis Harris has been in the forefront of public opinion research in the United States and the world for over the past 40 years. In addition to having conducted many landmark studies in the field, as a current resident of South Florida, he has participated in a number of studies in the region.

He is personally responsible for this study. Every piece of data collected and every question asked is reported in this report, whether or not it helps or hinders the cause of the environmental groups who requested the poll or any other group. This has been Mr. Harris' life-long professional practice in the nearly 8,000 surveys conducted under his supervision. Had the Homestead/Florida City Chamber or any other group asked him to conduct a survey on this subject, the study design and questions asked would not have varied from what was produced for the study requested by Sierra Club and the Natural Resources Defense Council.

EXECUTIVE SUMMARY

The Public Votes 2 to 1 for Alternative Development over Reliever Airport

Based mainly on concerns about possible negative environmental impacts, the public of South Dade County disfavors the development of a commercial reliever airport at the site of the Homestead Air Reserve Base. By a count of 57% to 30%, residents of the local area would prefer to see the development of a diversified complex, such as one including office buildings, residential construction, light industry, and a state-of-the-art aquarium. This latter type of development is viewed as posing fewer environmental risks than the reliever airport. The public also believes that the overflow from Miami International Airport could be taken care of by new construction of cargo and passenger facilities elsewhere in South Florida.

Motivations Behind Rejection of the Reliever Airport

The major claims of proponents of a Homestead reliever airport were rejected by wide margins by the local residents around the Homestead Base:

- By 53% to 37%, a majority rejected the argument that "if Dade County can't build the new reliever airport at the old Homestead Base, then South Florida will suffer in tourist trade, because of future delays in getting in and out of Miami International Airport."

– By 54% to 36%, another majority also rejected the claim by proponents of the new airport that "the claims of environmentalists about damaging Biscayne National Park and Everglades National Park are wildly exaggerated and the visitors to both parks would just have to put up with the noise." Moreover, a 58% to 31% margin agreed with the claim of environmentalists that planes going in and out of Homestead would have to fly at low altitudes, such as 2000 to 4000 feet, in order to avoid air traffic conflicts with Miami International, and that this would cause environmental

damage in both parks and create deafening noise for people visiting in those parks.

– Local residents also believed, by 68% to 32%, the claim of the opponents of the reliever airport that "the new airport will create health hazards by increasing toxic air pollution deposits into nearshore waters of Biscayne Bay 54 times greater than they are now, and will pollute the air in South Dade 48 times more than it is now, and will lose thousands of acres of farm land and wildlife habitat."

The Jobs vs. Environment Trade-Off

By far the strongest appeal of the new airport is the promise of 32,000 new jobs in South Dade over the next 25 years. This is looked upon favorably by a 52% to 39% majority of the total sample. In addition, a substantial 65% to 25% looks with favor on the claim of airport proponents that "too many people here are finding it difficult to find good jobs." By any measure, the job appeal is the strongest motivation behind residents' support for the new airport. If an alternative development plan that would provide jobs but also protect the environment did not exist, the public would still reject the airport plan but only by a margin of 50% to 44%.

In the end, however, environmental considerations are paramount. An extremely high percentage of respondents, 94%, said that it is "very important for the health of my family that we have a clean environment, without too much noise, with clean air and clean water, especially around where we live." And, by 58% to 27%, another sizable majority reports that "often, new businesses come in and don't care whether or not they pollute the environment."

When asked to choose between jobs or a cleaner environment, in terms of importance to them and their families, by 65% to 21%, the cross-section opts for clean environment. The reason: a clean environment is equated with good health, while a poor environment is equated with disease. There is little doubt from this survey that an underlying conviction exists that a clean environment is more important than good jobs.

The public is also highly skeptical about the environmental performance of the Miami Dade Aviation Department, the local agency that, if the construction of the airport is approved, would then be in charge of a major commercial airport adjacent to Everglades National Park and Biscayne National Park. A 53% to 35% majority simply does not trust the Miami Dade Aviation Department to protect the parks adequately.

ANALYSIS

The Underlying Issue: Jobs vs. Environmental Protection

The survey began by asking people some probing questions about the economy in South Dade today:

ATTITUDES RE ECONOMIC ISSUES IN SOUTH DADE

"Let me ask you about economic conditions in Dade County where you live. Do you feel or not that (READ EACH ITEM ON THE LIST)?
Number of Respondents: 1002

		Feel	Not Feel	Not Sure
		%	%	%
a.)	These are prosperous times for the people of Dade County.	55	30	15
b.)	Too many people here are finding it difficult to find jobs.	65	25	10
c.)	One of the good things about Dade county is that there are many different kinds of businesses and industries here which provide jobs for people.	68	25	7
d.)	It is important to keep residential areas with enough green space and trees so that children growing up can enjoy the neighborhoods they live in.	96	3	1

These initial answers reflect the relatively good times in which the nation, the state, and South Florida now exist. However, it should be noted that no more than a bare 55% majority acknowledge that "these are prosperous times" at all. The reason this percentage is not greater emerges in the next question, in which a clear-cut majority of 65% to 25% expresses the apprehension that "too many people here are finding it difficult to find jobs." This number rises to 73% among young people under 30, 72% for those earning $15,000 or less a year, 71% for those whose education did not go

beyond high school, and 79% of all blacks.

Observation: Let there be no doubt that important segments of the population in South Dade are hurting for better employment opportunities. It might be the best of times for most, but many also feel left behind by the already risen tide of prosperity. This suggests in turn that the promise of jobs by developing the reliever airport might well have real appeal to important segments of the population.

However, when the dimensions of the environment issue is probed, the public in South Dade express their deeply-seated concerns about preserving the environmental advantages of their communities' location.

PUBLIC ATTITUDES TOWARD THE ENVIRONMENT IN SOUTH DADE

Now let me ask you about environmental conditions, such as clean air and clean water right here in Dade county where you live. Do you feel or not (READ EACH ITEM)?

		Feel	Not Feel	Not Sure
		%	%	%
a.)	It is very important for the health of my family that we have a clean environment, without too much noise, with clean air and water, especially around where we live.	94	4	2
b.)	Any economic development that would make the air or lakes and parks more polluted would be a danger to the health of children and older people, especially.	82	12	6
c.)	The good environment where we live around here is one of the reasons we like living in Dade County.	75	18	7
d.)	Often, new businesses come in and don't care whether or not they pollute the environment.	58	17	15

In this series of questions, it is evident that, along with concern about jobs, South Dade residents also express deep gratitude for the environmental advantages of living where they do. They are also apprehensive about the threat of environmental degradation that may loom in the future. Sizable numbers express serious reservations about any development which will deteriorate their current environment quality.

These two question series, which document quite different sides of the equation, set the stage for a key, showdown question which pitted the two sides against each other. The results are revealing about the people of South Dade and how they really feel. The cross-section was asked the following question:

GOOD JOBS VS. STRICT ENVIRONMENTAL CONTROLS

"Now, while clearly it is important to have both good economic times and a clean environment, if you had to choose, would you say it is more important to have a clean environment to protect people's health, or would you say it is more important to have good jobs to make sure people earn good incomes?"

	Clean Environment	Good Jobs	Not Sure
	%	%	%
Total South Dade	65	21	14
By Sex			
Men	63	21	16
Women	66	21	14
By Age			
18-29	67	24	9
30-49	66	20	14
50-64	64	18	18
65 and over	43	25	32
By Income			
$15,000 or less	62	26	12
$15,001- 25,000	58	28	14
$25,001-50,000	71	16	13
$50,001 and over	63	22	15
By Education			
High school grad or less	64	23	13
Some college	64	19	17
Four year college, post grad	66	18	16
By Political Party			
Republican	58	24	18
Democrat	67	20	13
Independent	66	20	14
By Ethnic Origin and Race			
White	65	18	17
Black, African American	65	22	13
Hispanic	64	24	12

Observation: Significantly, a better than 3 to 1 majority of South Dade residents clearly opt for strict environmental controls to protect health over good jobs to achieve "good incomes." Basically, environmental protection connotes preservation of the health of the respondents and their families, which has a priority over jobs. Previous Harris polls have shown this same hierarchy. This does not mean that jobs are unimportant. Clearly they are. But, when more jobs are presented at the expense of the environment, then the public draws a line and comes down on the side of environmental controls. Underscoring this sentiment is the fact that majorities of every key group in the population share this view.

Public Attitudes About the Adjacent National Parks

When asked how much pride they have in the national parks near where they live, South Dade residents provide a very positive response:

ATTITUDES TOWARD SOUTH FLORIDA NATIONAL PARKS

"How much do you take pride in having close by where you live (READ LIST)–a lot, some but not a lot, only a little, or hardly at all?"

		Positive	Negative	Not Sure
		%	%	%
a.)	Biscayne National Park	65	21	14
b.)	Everglades National Park	72	18	10
c.)	Florida Keys National Marine Sanctuary	68	17	15

Without exception, a majority of over 3 to 1 express pride in the nearby national parks. It is apparent that any development which places those parks in jeopardy would be met with resistance by the people themselves.

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The Survey Comes to Grips with the Basic Propositions

Every person who was surveyed was then read the following explanation of the proposals on the table for what might be done with the Homestead Air Reserve Base:

"It has been proposed that the Homestead Air Reserve Base, which was closed as a major airport after Hurricane Andrew, be developed as a reliever airport for the Miami International Airport. One runway now exists at the Base and another second runway is planned to be built. Those running Miami International Airport say they need such an airport for the predicted overflow of traffic at Miami Airport. Those opposed say that such an airport would cause heavy pollution in the residential neighborhoods nearby the new airport and could do serious damage to both Biscayne National Park and the Everglades National Park. Those opposed to putting a commercial airport there would like to see the same area developed by new office developments, light industry, residential housing, and a state-of-the-art aquarium, all of which would not cause significant environmental damage to the area. Those opposed to the airport also believe that Opa Locka and other sites would make better places for a reliever airport, particularly because Miami International actually had a decrease in passenger and cargo traffic last year in 1999."

The cross-section was then asked seven key pro and con questions (four pro and three con) about the proposal for building a reliever airport and asked whether they agreed or disagreed with each:

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STATEMENTS PRO AND CON (ROTATE ORDER)

		Agree	Dis-Agree	Not Sure
		%	%	%
1.)	Those favoring use of the Base as reliever airport are right to claim that over the next 25 years, 38,000 new jobs will be created in Dade County by the new airport, which is the most important need in this area.	52	39	9
2.)	Those opposed to the reliever airport are right when they say that over the next five years, pollution-free development will provide 6200 jobs in the area, compared with only 3600 jobs that a new reliever airport would provide, making pollution-free development a better economic program for the area.	52	31	17
3.)	Those favoring the reliever airport are right in saying that if Dade County can't build the new reliever airport at the old Homestead Base, then South Florida will suffer in tourist trade, because of delays in getting in and out of the Miami International Airport.	37	53	10
4.)	Those opposed to the reliever airport are right when they say that to avoid conflicts with flights in and out of Miami International Airport, planes coming in and out of the new Homestead airport would have to fly as low as 2000 to 4000 feet above both Biscayne National Park and Everglades National Park, which can cause terrible loud noise levels and real damage to the environment in those parks.	58	31	11
5.)	Those who favor the reliever airport are right to say that the claims of the environmentalists about damaging Biscayne National Park and Everglades National Park are wildly exaggerated and the visitors to the parks would just have to put up with the noise.	36	54	10
6.)	Those opposed to the reliever airport are right to claim that the new airport will create health hazards by increasing toxic air pollution deposits into nearshore waters of Biscayne Bay 54 times greater than they now are, will pollute the air in South Dade 48 times more than it is now, and will lose thousands of acres of farm land and wildlife habitat.	58	32	10
7.)	The Air Force is right when it claims that virtually no environmental damage will be done to the South Dade area by building the new reliever airport.	36	53	11

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Despite the preponderance of arguments (four vs. three) which respondents were exposed to, the credibility of airport opponents is clearly greater than that of airport proponents. The public is not very impressed with the argument that the failure to rebuild a reliever airport at the old Homestead Base would harm the tourist trade because of delays in arrivals and departures from Miami International (although by 48% to 37%, a plurality does think the new reliever airport would help rather than damage the tourism trade). A majority also believes "the claims of environmentalists" that the new reliever airport will damage the national parks, and a similar majority does not go along with the claims of the Air Force that the new reliever airport would cause "virtually no environmental damage" in the area.

Preferences on the Two Alternatives

When the main proposals for the development of the Base are pitted against each other, those who would like to see a mixed use alternative rather than the reliever airport win handily by a 57% to 30% margin, close to 2 to 1:

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BUILDING A RELIEVER AIRPORT VS. MIXED USE ALTERNATIVE

"Now, if you had to choose what to do with the Homestead Air Reserve Base, would you prefer to build a commercial reliever airport which might provide more jobs in Dade County, or a mixed use alternative which would also provide new jobs and residential properties and would be far less environmentally harmful?"

	Reliever Airport	Mixed Use Alternative	Not Sure
	%	%	%
Total South Dade	30	57	13
Men	35	54	11
Women	26	60	14
18-29	23	63	14
30-49	40	59	1
50-64	32	57	11
65 and over	42	37	21
$15,000 and less	39	49	12
$15,001-25,000	27	52	21
$25,001-50,000	25	66	9
$50,001 and over	38	55	7
High school or less	31	56	13
Some college	29	60	11
Four college grad, post grad	29	59	12
Republican	37	52	11
Democratic	25	62	13
Independent	31	59	12
White	28	59	13
Black, African American	29	58	13
Hispanic	28	58	14

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Though the majorities vary greatly, every single sub-group in the total sample favors the mixed use alternative by a clear-cut margin.

Next, the survey asked about support of the reliever airport proposal – up or down. It should be pointed out that implicit in this question was the assumption that the two choices were the airport or no development of any type. Predictably, the result was much closer, although still on the side of rejection of the airport reliever idea:

THE RELIEVER AIRPORT PROPOSAL – UP OR DOWN

"All in all, then, would you favor or oppose the building of a new reliever airport in the old Homestead Air Reserve Base?"

	Favor	Oppose	Not Sure
	%	%	%
Total Sample	44	50	6
Men	48	46	6
Women	40	53	7
18-29	39	54	7
30-49	44	50	6
50-64	45	49	6
65 and over	48	44	8
High school or less	47	47	6
Some college	44	51	5
Four year college, post grad	34	57	9
Republican	50	44	6
Democratic	41	54	5
Independent	43	51	6
White	38	51	11
Black, African American	47	47	6
Hispanic	45	48	7

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These results are revealing, for they clearly demonstrate that if there is a choice of building the reliever airport or not making any changes in the status quo, support for the new airport comes close to garnering plurality support. However, in the end, by a narrow 50% to 44%, the reliever airport is rejected.

Observation: There is little doubt that, as things stand now, the reliever airport simply has failed to make its case with the people most affected by the ultimate decision. The reasons are clear: people feel that the environmental damage from the new airport is not worth the advantages of more jobs. The groups most supportive of the reliever airport are those who also feel there is real need to find better jobs in South Dade: lower income people, blacks, those with less education, men, and Republicans. Those most opposed to the new airport are women, younger people, upper middle income, better educated people, middle and higher income groups, Democrats and independents, and whites.

Finally, the cross-section was asked how much they trusted Miami Dade Aviation to protect the public parks in the area, a responsibility that agency would acquire with the building of the new airport. A clear-cut 53% to 35% majority says it does not trust Miami Dade Aviation with that responsibility.

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LOUIS HARRIS
1500 Atlantic Boulevard
Key West, FL 33040

HOMESTEAD ENVIRONMENTAL SURVEY

Hello, I'm calling for Louis Harris, the national politaker, who is doing a survey right here in Dade County about important things going on in this county. We would like to ask you some questions, if you don't mind. May I speak to the youngest male in the household.

Q1. Let me ask you about economic conditions in Dade county where you live. Do you feel or not that (READ EACH ITEM ON THE LIST)?

		Feel	Don't Feel	Not Sure
		%	%	%
1a.)	These are prosperous times for the people of Dade county.	55	30	15
b.)	Too many people here are finding it difficult to find good jobs.	65	25	10
c.)	One of the good things about Dade county is that there are many different kinds of businesses and industries here which can provide good jobs for people.	68	25	7
d.)	It is important to keep residential areas with enough green space and trees so that children growing up can enjoy the neighborhoods they live in.	96	3	1

Q2.) Now let me ask you about environmental conditions, such as clean air and clean water right here in Dade County where you live. Do you feel or not (READ EACH ITEM)?

		Feel	Don't Feel	Not Sure
		%	%	%
1.)	It is very important for the health of my family that we have a clean environment, without too much noise, with clean air and water, especially around where we live.	94	4	2
2.)	Any economic development that would make the air or lakes and parks more polluted would be a danger to the health of children and older people, especially.	82	12	6
3.)	The good environment where we live around here is one of the reasons we like living in Dade County.	75	18	7
4.)	Often, new businesses come in and don't care whether or not they pollute the environment.	58	27	15

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Q3.) Now, while clearly it is important to have both good economic good times and a clean environment, if you had to choose, would you say it is more important to have a clean environment to protect people's health, or would you say it is more important to have good jobs to make sure people earn good incomes?

	Total Sample
	%
Clean environment to protect health	65
Good jobs	21
Not sure	14

Q4.) How much do you take pride in having close by to where you live (READ LIST) – a lot, some but not a lot, only a little, or hardly any pride at all?

		A Lot	Some But Not A Lot	Only a Little	Hardly At All	Not Sure
		%	%	%	%	%
a.)	Biscayne National Park	48	17	10	11	14
b.)	Everglades National Park	57	15	8	10	10
c.)	Florida Keys National Marine Sanctuary	53	15	7	10	15

It has been proposed that the Homestead Air Reserve Base, which was closed as a major airport after Hurricane Andrew be developed as a reliever airport for the Miami International Airport. One runway now exists at the Base and another second runway is planned to be built. Those running Miami Airport say they need such an airport for the predicted overflow of traffic at Miami Airport. Those opposed say that such an airport would cause heavy pollution in the residential neighborhoods nearby the new airport and could do serious damage to both Biscayne National Park and the Everglades National Park. Those opposed to putting a commercial airport there would like to see the same area developed by new office developments, light industry, residential housing, and a state-of-the-art aquarium, all of which would not cause significant environmental damage to the area. Those opposed to the airport also believe that Opa Locka and other sites would make better places for a reliever airport, particularly because Miami International actually had a decrease in passenger and cargo traffic last year in 1999.

Q5.) Now I want to know if you agree or disagree with the following statements about the proposed use of the old Homestead Air Reserve Base becoming a reliever airport for Miami International Airport. Do you agree or disagree that (READ EACH STATEMENT)

		Agree	Disagree	Not Sure
		%	%	%
a.)	Those favoring use of the Base as a reliever airport are right to claim that over the next 25 years, 38,000 new jobs will be created in Dade County by the new airport, which is the most important need in this area.	52	39	9
b.)	Those opposed to the reliever airport are right when they say that over the next five years, pollution-free development will provide 6200 jobs in the area, compared with only 3600 jobs that a new reliever airport would provide, making pollution-free development a better economic program for this area.	52	31	17
c.)	Those favoring the reliever airport are right in saying that if Dade County can't build the new reliever airport at the old Homestead Base, then South Florida will suffer in tourist trade, because of future delays in getting in and out of Miami International Airport.	37	53	10
d.)	Those opposed to the reliever airport are right when they say that to avoid conflicts with flights in and out of Miami International Airport, planes coming in and out of the new Homestead airport would have to fly as low as 2000 to 4000 feet above both Biscayne National Park and Everglades National Park, which can cause terrible loud noise levels and real damage to the environment in those parks.	58	31	11
e.)	Those who favor the reliever airport are right to say that the claims of environmentalists about damaging Biscayne National Park and Everglades National Park are wildly exaggerated and the visitors to the parks would just have to put up with the noise.	36	54	10
f.)	Those opposed to the reliever airport are right to claim that the new airport will create health hazards by increasing toxic air pollution deposits into nearshore waters of Biscayne Bay 54 times greater than they are now, will pollute the air in South Dade 48 times more than it is now, and will lose thousands of acres of farm land and wildlife habitat.	58	32	10
g.)	The Air Force is right when it claims that virtually no environmental damage will be done to the South Dade area by building the new reliever airport.	36	53	11

Q6.) Do you think the new reliever airport in Homestead will help or hurt the tourism trade because it will make it easier to land in Dade County in the future or will hurt the South Dade area because it will cause more environmental pollution and make the area less attractive to visit?

	Total Sample
	%
Help tourism trade	48
Hurt tourism trade	37
Not sure	15

Q7.) Now, if you had to choose what to do with the Homestead Air Reserve Base, would you prefer to build a commercial, reliever airport which might provide more jobs in Dade County or a mixed use alternative which would also provide new jobs and residential properties and would be far less harmful environmentally?

	Total Sample
	%
Prefer commercial, reliever airport	30
Prefer mixed use alternative	57
Not sure	13

Q8.) All in all, then, would you favor or oppose the building of a new reliever airport in the old Homestead Air Reserve Base?

	Total Sample
	%
Favor	44
Oppose	50
Not sure	6

Q9.) If the Homestead Base is turned into a commercial airport, Miami Dade Aviation will be directly responsible for protecting the public interest in the nearby national parks. Do you trust Miami Dade Aviation to take on this added responsibility for protecting the national parks or not?

	Total Sample
	%
Trust	35
Do not trust	53
Not sure	12

FACTUAL

F1.	Sex (By Observation)	%
	Male	45
	Female	55
F2.	How old are you?	%
	18-29	27
	30-49	40
	50-64	21
	65 and over	10
	Refused	2
F.3	Which of these best describes the income bracket for your total household income last year?	%
	$15,000 or less	14
	$15,001 to $25,000	15
	$25,001 to $50,000	27
	Over $50,000	29
	Refused	15
F.4	What was the last grade or level of school you completed?	%
	High school or less	51
	Some college	27
	Four year college/post graduate	21
	Not sure	1
F5.	Regardless of how you vote, what do you consider yourself- a Republican, a Democrat, or an independent?	%
	Republican	22
	Democrat	39
	Indepeodent	27
	Not sure	12
F6.	Are you of Latino descent or not?	%
	Latino descent	28
	Not Latino descent	70
	Refused	2
F7.	Do you consider yourself white, black, or what?	%
	White	44
	Black, African American	24
	Oriental, Asian	1
	Haitian or other Latin American	15
	Other	14
	Not sure/refused	2

Thank you for answering my questions. The results are very important to South Florida.

Sierra Club Miami Group

For further information, contact Alan Farago, 305-213-0163
March 2, 2000

Sierra Club moves toward practical solution for Homestead Air Base logjam

(Miami, FL) In public forums, Sierra Club Miami Group has voiced support for the mixed use alternative for the redevelopment of the Homestead Air Base cited in the recently released environmental study by the Air Force (SEIS), providing no harm is done to our nearby national parks Today, Sierra Club takes a further step, endorsing the only mixed use development cited in the SEIS with assurances

Sierra Club supports a mixed-use development for the former Homestead Air Reserve Base described by the Collier/Hoover group, providing that legal and binding assurances exist to protect our national parks and public lands from short-term and long-term impacts of development

Today's announcement moves toward a practical solution for the impasse New information according to the recently released Harris Poll shows wide public support for the mixed use alternative, "those who would like to see a mixed use alternative to the reliever airport (at the former Homestead Air Reserve Base) win handily by a 57% to 30% margin, close to 2 to 1 " The poll confirms the strong desire of south Dade residents for jobs, and an even stronger desire to protect quality of life, neighborhoods, and the environment

According to the federal study, the mixed use development of Collier/Hoover will provide nearly the equivalent number of jobs in 10 years as the airport scheme, without serious environmental impacts that will accompany a commercial airport

Biscayne National Park, Everglades National Park, and the Florida Keys National Marine Sanctuary are loved by millions of Americans We will not permit them to be trashed by noise, air, and water pollution from a proposed commercial airport at Homestead By supporting Collier/Hoover, Sierra Club is confident that practical solutions to protect the environment and also provide jobs can deliver what the majority of people want >END

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MIAMI LAKES CIVIC ASSOCIATION

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PHONE (305) 558-7755 • FAX (305) 362-6743 • Email mlca@mlca.com

March 6, 2000

Homestead SEIS
AFBCA / EX
1700 N Moore St., Suite 2300
Arlington, VA 22209-2802

Dear Federal Officials:

Since we received a copy of the draft SEIS and Proposed Action for the HAFB, the Miami Lakes Civic Association has held five public meetings to review and discuss all aspects of this process.

The decision reached by the Federal Government will have a direct impact on our community in Northwest Miami-Dade County.

This county needs HAFB for future aviation growth, plain and simple. We respect the vast amount of study that the Federal Government has put into both seeking and analyzing all the facts surrounding this Proposed Action. To that end, we accept the conclusions that there will be no adverse affects on the Everglades or the Bay.

The Miami Lakes Civic Association supports the SEIS with the Proposed Action and the conveyance of the former HAFB to Miami–Dade County.

Attached, for your review, are pictures and commentary from a rally that we organized this past weekend in front of Opa-Locka Airport. We bring a perspective I hope will not be overlooked.

Sincerely,

C. Wayne Slaton

C. Wayne Slaton
President

3-4-2000

NORTH TO ... OPA-LOCKA
For a Reliever Airport?
NO WAY says Miami Lakes Civic Assoc.

MLCA SUPPORTS ORIGINAL HAFB RE-USE PLAN

Miami Lakes Civic Association President Wayne Slaton led a group of close to 50 Northwest **Dade residents who are "fighting mad" at the suggestion to drop the HAFB re-use plan and instead focus on Opa Locka Airport** as the reliever to Miami International Airport.

"Opa Locka Airport **is not a viable solution** to the county's growing commercial aviation industry"

"The Miami Lakes Civic Assoc. strongly opposes changing the Opa Locka Airport's classification from what is now a General Aviation airport to a Commercial Passenger/Cargo Aviation airport."

"Opa Locka Airport can not and should not be considered an acceptable alternate to the long planned Homestead aviation re-use plan."

1. It does not have the runway capacity that HAFB could provide.
2. It has serious airspace constraints, which makes it dangerous for commercial use sandwiched so close between MIA and Ft. Lauderdale airports. A few years ago a passenger jet landed at Opa Locka mistaking it for MIA.
3. Most important, Opa Locka Airport has a large residential and business community across the street in its direct flight path. HAFB does not.

Ten million dollars of independent environmental studies over seven years have concluded that there would be no adverse effects on the Everglades by the proposed Homestead Airport re-use plan.

"We can not equate the safety and quality of life of over 22,000 people, seven churches, five schools, and hundreds of businesses all in the final approach of this airfield to the unsubstantiated concerns over sawgrass and wildlife...***Human life, is more precious.***"

After reading the SEIS, **we support the county aviation department's re-use plan for Homestead...** but we will not support re-classification from Opa Locka General Aviation to a Commercial Airport. **"Opa Locka *International* Airport ... NO WAY!** The communities of Miami Lakes, Hialeah, Palm Springs North, and Country Club of Miami are already here."

the miami laker
The original northwest Dade community newspaper serving Miami Lakes® & surrounding areas
Vol. 25 No. 12 305-821-3251 MIAMI LAKES, FLORIDA MARCH, 2000 SECTION A

SEE PAGE 5A

Opa Locka a reliever airport? No way says ML Civic Assn.

If Miami-Dade Mayor Alex Penelas a majority of county commissioners the Beacon Council Homestead-Florida City Chamber of Commerce, Dade Farm Bureau and South Dade Vision Council have their way the former Homestead Air Force base (HAFB) will offer much needed relief for an overcrowded, overburdened Miami International Airport

If the Sierra Club, the Tropical Audubon Society, The Miami Herald, Interior Secretary Bruce Babbitt and Democratic presidential candidate Bill Bradley have their way Miami Lakes' neighboring general aviation facility, Opa Locka Airport may be the only solution to developing a new county passenger/cargo reliever facility

And that's got Miami Lakes area residents "fighting mad."

Following Hurricane Andrew's devastation, local government, community and economic leaders determined the best use of HAFB's surplus land would be a regional reliever airport and in 1994, the Air Force agreed

After more than $10 million in tax-supported environmental studies (27 in all the most expensive impact statement in the nation's history) found no adverse

(Please see Page 2A)

MLCA supports HAFB plan

(Continued from Page 1A)

impact in the plan, environmental activists successfully forced the Air Force into a Supplemental Impact Study

The Air Force will complete its final Environmental Impact Statement in July and a task force, led by Vice President Al Gore, will determine Homestead's fate Will it be an integral part of the county's aviation assets, or will it be given to private interests for residential/golf course development?

"That decision will impact Miami Lakes," said Wayne Slaton president of Miami Lakes Civic Association (MLCA)

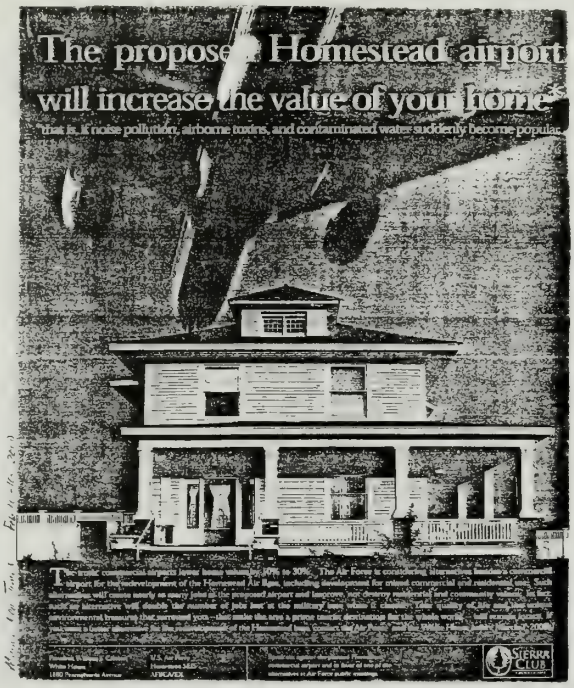
"In light of recent suggestions that Opa Locka should be reclassified a commercial reliever airport for MIA, and specifically an alternate to HAFB being turned over to the county for future aviation needs, we will be more proactive in our oversight of what is going on at Opa Locka," Slaton said

"Opa Locka can not and should not be considered as an alternate to Homestead It does not have the runway capacity that HAFB could provide It has serious airspace constraints, which makes it dangerous for commercial use being sandwiched so close between MIA and Ft Lauderdale airports

"Most important, Opa Locka airport has a large residential and business community across the street in its direct flight path It, for one, can not equate the safety and quality of life of 22,000 people, seven churches and five schools, all in the final approach to Opa Locka, to the unsubstantiated concerns over sawgrass and wildlife Human life, to me, is more precious," Slaton said

And many residents agree A cadre of Miami Lakes citizens supported the HAFB plan during recent Air Force public hearings MLCA members want their board to request equal time and space with media opposed to Homestead airport development And more vocal residents are planning a protest demonstration at the gates of Opa Locka airport

"Our voice has to be heard," Slaton said. "We will lose every quality of life we have enjoyed in Miami Lakes if Opa Locka is the only answer to the county's aviation future"



Miami Lakes Rally - Poster Slogans
3-4-2000

Tropical Audubon Society Members For Homestead Commercial Airport

Sierra Club Members For Homestead Commercial Airport

No Reliever Airport At Opa Locka

Opa Locka Airport Neighbors...The Real Endangered Species

No Jet Noise During Church Services

12 Schools, 267 Teachers, 8831 Students – Within A Mile Of Opa Locka Airport
Aircraft Noise Disrupts Learning

People Are Nature's Creature Too

Small Planes Not Too Bad – Commercial Airport & Cargo Planes...No Way

No Cargo, No Passengers = No Crashes

Better To Crash In The Everglades Than Into My Neighborhood

No More Air Traffic Over Miami Lakes

Homestead Wants A Reliever Airport – Miami Lakes Does Not

Homestead Needs a Reliever Airport – Miami Lakes Does Not

Homestead Airforce Base – Not Opa-Locka

Miami Lakes Schools Are Open – Airplanes Go Around

Keep Out Air Traffic – We Live Here

Babies Sleeping – No Airplane Noise Zone

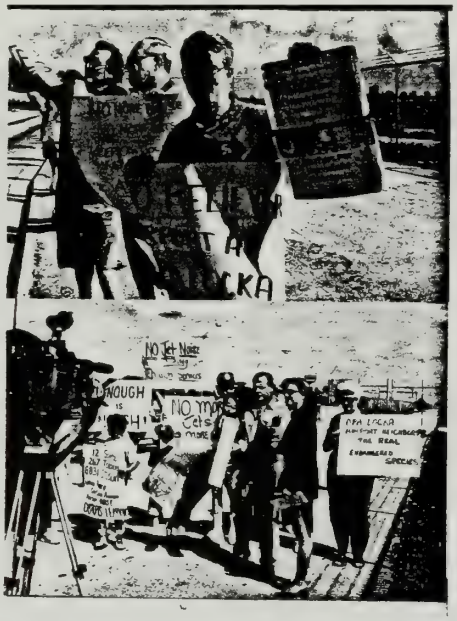
Enough Is Enough

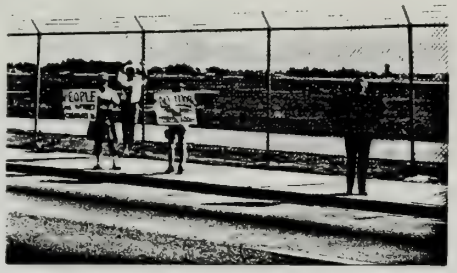
Keep Opa-Locka Airport Neighborhood Friendly

No To Increased Air Traffic Over Miami Lakes

Miami Lakes Children – Don't Let Them Become Endangered Species

Miami Lakes CHILDREN – vs – Sawgrass FROGS - Your Choice





003229

CITY OF MIAMI BEACH

CITY HALL 1700 CONVENTION CENTER DRIVE MIAMI BEACH FLORIDA 33139

OFFICE OF THE CITY CLERK

CITY HALL
1700 CONVENTION CENTER DRIVE
TELEPHONE 673-7411

March 6, 2000

The Honorable Alex Penelas
& Honorable Members of the Board of the Miami-Dade County Commission
111 N.W. First Street
29th Floor and
2nd Floor
Miami, Florida 33128

Dear Honorable Mayor and Members of the Board

On February 23, 2000, the City of Miami Beach City Commission passed Resolution Number 2000-23820 (enclosed). This resolution requests the Miami-Dade County Commission to support Development Alternatives for the Homestead Air Force Base other than a Commercial Airport.

Robert Parcher
City Clerk

RP:lb

Enclosure (1)
c: Mayor Neisen Kasdin and Members of the City Commission
Lawrence Levy, City Manager
Commissioner Betty Ferguson
Commissioner Dorrin Rolle
Commissioner Dr. Barbara Carey
Commissioner Gwen Margolis
Commissioner Bruno A. Barreiro
Commissioner Pedro Reboredo
Commissioner Natacha S. Millan
Commissioner Miguel Diaz de la Portilla
Commissioner Jimmy L. Morales
Commissioner Katy Sorenson
Commissioner Dennis Moss
Commissioner Javier Souto
Commissioner Miriam Alonso
Merrit Steirheim, County Manager

F:\CLER\SALLY\LILLY\LETTERS\2000\AIRFORCE\LTR

RESOLUTION NO. 2000-23820

A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA SUPPORTING DEVELOPMENT ALTERNATIVES FOR THE HOMESTEAD AIR FORCE BASE OTHER THAN A COMMERCIAL AIRPORT.

WHEREAS, the citizens of Miami-Dade and Monroe Counties enjoy a unique community character and are stewards of a unique and fragile environment which includes Biscayne National Park and Everglades National Park, and

WHEREAS, the unique character of southern Miami-Dade County and neighboring Monroe County can be substantially affected by land use decisions in southern Miami-Dade County; and

WHEREAS, the use and enjoyment of southern Miami-Dade County, Biscayne Bay, and the Everglades depends in large measure on the tranquility and peace of those waters and airspace over those waters, and

WHEREAS, the quality of natural resources in Miami-Dade and Monroe Counties has made South Florida a destination for ecotourism; and

WHEREAS, in particular the economy of the City of Miami Beach depends in significant part upon tourism generated both by its nightlife and by the scenic beauty and tranquility of its waterways and beaches, and

WHEREAS, the fishing industry in the Keys, including guided flats-fishing, requires tranquil and peaceful waters to maintain its economic viability; and

WHEREAS, the redevelopment of the former Homestead Air Force Base as a commercial airport would cause a significant increase in the frequency of jet flights, and thus incidents of noise intrusions, over the Upper Keys and Biscayne Bay, and

WHEREAS, the redevelopment of the former Homestead Air Force Base as a commercial airport would change land use patterns in southern Miami-Dade County, thereby creating adverse pressures on land use and the comprehensive plan in the Upper Keys and in the neighboring communities in South Florida; and

WHEREAS, the redevelopment of the former Homestead Air Force Base as a commercial airport has the great potential to increase pollution in Biscayne Bay; and

WHEREAS, Miami-Dade County depends upon the federal government to protect the interests of southern Miami-Dade County and the Keys in the redevelopment of the former Homestead Air Force Base

NOW, THEREFORE, BE IT DULY RESOLVED BY THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA supports the conveyance of the former Homestead Air Force Base for development alternatives other than a commercial airport

PASSED and ADOPTED THIS 23rd day of February, 2000

MAYOR

ATTEST:

CITY CLERK

APPROVED AS TO FORM & LANGUAGE & FOR EXECUTION

City Attorney 2/10/00 Date

003231

City of South Miami

JULIO ROBAINA
MAYOR

6130 SUNset DRIVE
SOUTH MIAMI, FLORIDA 33143
305 663-6341
FAX 662-6348

March 2, 2000

Representative Carrie Meek
401 Cannon House
Office Building
Washington, D.C. 20515

Dear Representative Meek:

I am writing to urge you to support the Collier/Hoover plan for the redevelopment of Homestead Air Force Base. After reviewing all the existing information and talking with proponents and opponents of both this plan and the HABDI plan for a commercial airport, there is no doubt in my mind that the mixed-use alternative is the best solution

There is no question that the Collier/Hoover plan can co-exist peacefully between our two great national parks, as compared to the environmental damage caused by a commercial airport.

As a solution to the economic problems in South Dade, I am convinced that the mixed-use plan will provide a wide variety of jobs, and at a much earlier time than the airport would.

Among the proposed commercial uses in the research and development park is the opportunity for South Dade to develop and foster a major new film and video production and post-production industry

Notwithstanding what some other mayors in Miami-Dade County have said, I wish to stand up and be counted among the many thousands of our South Dade citizens who believe the Collier/Hoover plan can be a dynamic economic engine for all of us.

Hoping to see you in South Miami again soon.

With warm regards,

Sincerely,

Julio Robaina
Mayor

TOTAL P.02

003232

Sorenson, Commissioner Katy

To: T3026@aol.com
Subject: RE: SOUTH DADE AIRPORT

March 8, 2000

Dear Mr. and Ms. Osborne:

Thank you for your e-mail letter regarding the Homestead Air Reserve Base

I agree with you that redevelopment of the Base should not involve a commercial airport (or spaceport.) I believe that the Hoover-Collier plan is a feasible alternative. Please be assured that I will continue to actively lead the effort to redevelop the Base so that it is environmentally compatible and economically viable.

Thanks again for writing.

Sincerely,

Katy Sorenson
Commissioner, District 8

From: T3026@aol.com[SMTP:T3026@aol.com]
Sent: Wednesday, March 01, 2000 8:58 AM
To: Sorenson, Commissioner Katy
Subject: Re: SOUTH DADE AIRPORT

WE ARE LONG TIME RESIDENTS OF KEYS GATE AND IF THE AIRPORT IS BUILD WE WILL MOVE OUT OF HERE. PLEASE DO ANYTHING YOU CAN TO GO WITH THE HOOVER PLAN.
TOM AND EVE OSBORNE

Page 1

003233

Sorenson, Commissioner Katy

From: Mike or Dennis Sytsma[SMTP:sytsma@gznc.com]
Sent: Monday, February 14, 2000 5:11 PM
To: Cyril T. Zaruski, whynews@nbc.com; Nora Williams, Donna Green Townsend, Sorenson, Commissioner Katy, Leon Sanlaqu, WIOD Radio News, WFOR, WPLG NEWS, wae nelson, Draeger Martinez, Connie Mack, Pat kozlovskis, wade, M J Jadick, Bob Graham, Frank Duncan, Redland Citizens, Jeb Bush, bigjou_2000@yahoo.com, Oliver Bernstein, 7 News, jonathan.ullman@sfsierra.sierraclub.org, Alan Farago, Blanca Mesa
Subject: Headline: Military Pilot Sam D'Angio was killed by bird strike near Palm Beach landfill during flight

Sad Irony;

Homestead Air Reserve Base Spokesman Bobby D'Angelo brother to Sam D'Angelo had spoken to the press in the past about Bird Strikes at Homestead Air Force Base when asked about the Homestead Commercial airport reuse plan.

Bobby D'Angelo said "it is not a great problem, the birds just move out of the way". His Brother Sam D'Angelo was killed is was widely reported today during a low altitude flight last year near a Palm Beach Landfill during a Military Flight when a "Turkey Buzzard" hit the canopy of his Military jet.

A future Homestead commercial airport is a bad idea in my opinion since it is very near sea birds from Biscayne Bay and birds from the South Dade Landfill.

Dennis Sytsma
19771 SW 280 ST
Homestead, FL

Page 1

003234

Sorenson, Commissioner Katy

From: Michael A. Uhorchak[SMTP:valu86@bellsouth.net]
Sent: Monday, February 28, 2000 10:07 AM
To: bob_graham@graham.senate.gov; cum@mail.house.gov; pdeutsch.pub@mail.house.gov
Subject: Homestead AFB (HAFB) Redevelopment

I live in the Old Cutler area and firmly object to the proposed redevelopment of HAFB as an air cargo partner for Miami International Airport (MIA). I've written VP Al Gore on same subject, but neither received an answer, nor saw him take a stand.

The negative environmental consequences (in which I concur) are being provided to you by concerned folks, so I'll center my objections on the logistical and transportation dead ends we find at the HAFB location.

Please take all the positive growth and development numbers provided by the supporters of HAFB into the air cargo partner, lay them over (plug these same numbers into) the existing logistical and transportation networks??? available in south Miami-Dade. It should become clearly obvious that our roads cannot handle the load which currently exists, no less with the added mammoth load coming from a gigantic jet cargo airport. We can hardly move on US 1 now. The Florida Turnpike's tolls are relatively high for truckers. No one uses rail for short haul (except rock quarries). The gridlock coming with the movers', shakers' and politicans' hopes and aspirations for HAFB should be unacceptable to our representatives (along with us - the voters).

The answer for an air cargo partner for MIA is obvious. Opa Locka Airport. It is a Federal and State targeted economic redevelopment zone, surrounded by superhighways, rail links, etc. Further, it is located midway between both Dade and Broward high volume industries which use MIA on a daily basis. It is the regional way to go.

Lastly, the Air Force produces reports which tell few overt lies. What the USAF does (and I know from my recent AF Panama Canal Treaty Implementation experience, is that they do not tell all the truth; hedge their answers on conditional (non-required) participations, and give support which is not really support (just double meanings, etc.) meant to appear that something is a go, when they no the implementors will never do half the things the AF says must be done to mitigate the consequences of actions the proponents must do to have their project fly. Please examine the AF report and separate the wheat from the chaff. You will find little really firm AF support for the project (disguised in easy-speak promoters lingo). If you want to see how the AF handles environmental issues, dig a little how the AF environmentalists handled the return of the infamous Balboa West AF Bombing Range (Howard Air Force Base, Panama). I need say no more.

Good luck and God's speed

Michael A. Uhorchak
7705 SW 171st Terrace
Miami, Florida 33157

Page 1

003235

PAUL A. VALANT
19775 S.W. 264TH STREET
HOMESTEAD, FL 33031
(305) 247-0813

Ms. KATY SORENSON
COUNTY COMMISSIONER
METRO DADE DISTRICT 8
Miami, Florida

February 23, 2000

Dear Commissioner Sorenson:

I am requesting your help and support in opposing redevelopment of the former Homestead Air Force Base into a commercial facility.

My reasons encompass all the reasons set forth by Mr. Carl Pope of the Sierra Club, Dr. Ron Jones of S.E.R.C and other concerned groups and individuals.

Additionally, and to avoid redundancy, I am submitting a copy of my letter to Steve Sapp, president of the South Dade Farm Bureau. It expresses my own specific reasons and concerns as a South Dade resident and farmer.

Please accept my thanks for your help and support.

Sincerely,
Paul A. Valant
PAUL A. VALANT

Enc.

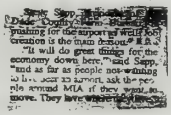
PAUL A. VALANT
19775 S.W. 264TH STREET
HOMESTEAD, FL 33031
(305) 247-0813

Mr. Steve Sapp, President
Dade County Farm Bureau

2-23-00

Dear Mr. Sapp:

In regard to the following bit of wisdom:


Dade County Farm Bureau President Steve Sapp is pushing for the airport at Homestead. Job creation is the main focus." H.A.
"It will do great things for the economy down here," said Sapp, "and as far as people not wanting to live near an airport, ask the people around MIA if they want to move. They have where they live."

please visualize this:

1) President of Farm Bureau advocates the building of a new airport that will create more jobs and "do great things for the S. Dade economy".
2) Farm Bureau President's wishes come true. More jobs are created; more people move in, more chunks of farmland are urbanized to satisfy the increased demand for housing.
3) Because we have been conditioned to view prosperity as quantitative, there can never be enough. (You just can't stop progress, can you?) The cycle repeats, thoughtlessly and cancerously. More jobs, more money, more people, more urbanization. Homestead expands, rivaling Miami or Broward; land values skyrocket and farmer

— 2 —

sucre on their chance of a lifetime, selling out to make room for urbanization + megalopolization

4) Finally there is little if any farm acreage left Thanks to NAFTA and globalization we can now import all our food, cheaply at that, and continue to live the "high life". But for how long?

5) The clamor for endless growth and endless consumption prevails, so it is now time to push westward. After all humans are the most important thing on planet earth; never mind seven or fourteen or fifty billion of them. Animal habitats and rivers of grass do nothing special for the economy — no more than little old bleeding heart ladies in tennis shoes, so why not pass a bill to drain the damned swamp and create more prosperity and a larger airport

6) Repeat items 3-5 over + over until you can repeat no more or until farms and farmland becomes so much a thing of the past that the Farm Bureau diversifies or joins forces with the Latin Builders Assn., or until the crude oil reserves run out.

Seriously now — is this what you want for posterity??

What I really wish you were pushing for, sir, is not what will benefit airports and

— 3 —

and ephemeral service oriented jobs related to commercial airports, but rather the Jeffersonian tradition of American Farming and the family farm; how it can be nurtured + preserved for the future good of this nation.

And, as for economic growth and progress, there can be only one kind of progress which makes sense in our rapidly changing times. It is the progress of stability and the progress of quality within the confines of stability. Like it or not, it can mean planning against progress as we have known it to date. It means protecting groves and prime agricultural lands against airports, technocrap factories, and urban sprawl. It means saying no to endless growth, both human and material, because we live on a planet of fixed dimensions and rapidly diminishing resource

Finally I have to disagree with your comment on how people "love where they live" near MIA. Being frequently reminded of what it was like by former neighbors + friends, I can tell you with certainty that your statement was less than accurate.

Sincerely,

Paul A. Valant

PAUL A. VALANT

COPY TO COMMISSIONER SORONSEN

Phone 305-367-4299, Internet addresses
Cellular Phone 305-394-3577 Redfox8@webtv.net
Fax 305-367-8946 KARLSSTONE @webtv.net
DR. HERMANN B. STEIN
69 B Pumpkin Cay Road, Ocean Reef Club,
North Key Largo, Monroe County, Florida 33037

003236

February 23, 00

Dear Commissioner Katy Sorenson,

Enclosed copy of letter sent to our State Representitive, Ken Sorensen. Could you supply me with other addresses of people that might help our cause?

Thanks

Ken

Copy for Katy Sorensen

February 23, 2000

Mr. Ken Sorensen
State Representative-District 120
Post Office Box 754
Key Largo, Florida, 33037

RE: Proposed commercial air port on the site of the United States Air Force Base.

Dear Mr. Sorensen,

I applaud and congratulate you for seeking another term in office as our State Representative and I will do all in my power to support you. There is however a most serious problem at hand that could spell a catastrophic disaster at worst and a long range ecological tragedy at best for all of South Florida. I appreciate that your schedule is busy and tight, but this is a most serious matter and it requires your immediate and urgent attention.

I and many of us in Key Largo attended a town hall meeting in Homestead some three weeks ago and were dismayed at seeing politician after politician get up and say essentially the same thing. That we need the proposed air port for the sake of jobs. Apparently the citizens of Homestead have been promised some thirty eight thousand jobs. There is no guarantee that the residents of Homestead will be totally employed as not all have the skills necessary to run a commercial air port. But the serious matter is the danger of damage to the power plant at Turkey Point. This being nuclear facility should receive the highest protection possible, not be put in more jeopardy by flying hundreds or thousands of air craft over head daily.

Air craft do have accidents. This power plant was built to withstand the impact of a **four thousand** pound missal traveling at **fifty miles** per hour, (like an automobile) not the impact of the **hundreds of thousands of pounds of an airliner flying at five or six hundred miles per hour**. The odds say that if airplanes fly over head, sooner or later one could fly into the reactor. If such a "missal" hits any part of the reactor a melt down is possible. Such an unlucky event could damage all of South Florida for the next ten, twenty or thirty years, perhaps even forever. Air liners do crash and nuclear plants do have accidents. In my opinion I do not think we should add to that already existing problem.

There is also the long range effect of the thousands and thousands of tons of toxic waste products from the burning of jet fuel (mostly kerosene) being dumped over our already fragile coral reefs and onto our national heritage, the ecological balanced Everglades.

In my humble opinion I think there is a better solution for the problem of unemployment in Homestead and a better use for the property formerly used by the Air Force.

Enclosed some faxes describing the danger more fully.

Thank you for reading this letter

Sincerely, Herm Stein

Edwin & Adriana Bitter
The Ocean Reef Club
27 East Snapper Point Road
North Key Largo, FL 33037

003237

February 22, 2000

Mrs. Kate Sorenson
County Commissioner
District 8
111 N.W. First Street
Suite 220
Miami, Florida 33128

Dear Commissioner Sorenson

At a meeting at the school in Homestead on February 1, 2000 we sat and listened to a group of designated speakers who spoke in favor of building a commercial airport on the Homestead Air Force Base land.

We heard catcalls and comments against the rich people from Ocean Reef that came to represent their opinions against the proposed airport

Well, we are one of the so-called rich people at Ocean Reef

The desire to create class distinction, or imply that interests are in any way based on color or wealth was the most frightening emotion we walked away with that evening

As one of the so-called rich at Ocean Reef, I am extremely proud that we own a family business started by my parents, which today weaves most of the fabric used at The White House and in many historic buildings around the world, including Vizcaya at the entrance to Key Biscayne

As one of the so-called rich, I am proud that my father who was born in Naples, Italy, who was shot and captured by the Germans in World War I, who was forced to leave Italy by Mussolini in 1924 because he was FIGHTING FOR THE FREEDOM OF THOUGHT, came to this great nation, worked hard, and finally began his own company.

I am proud my own artistic talents were used and my first design produced as a textile, at age eight. I am now 65 years old therefore you might say I have been working for 57 years.

Is this not the story of America?

Should we, at Ocean Reef be ashamed of the "hope of success" we preach to all who reach our shores?

Edwin & Adriana Bitter
The Ocean Reef Club
27 East Snapper Point Road
North Key Largo, FL 33037

We, at Ocean Reef, offer approximately 3,000 jobs daily to local people, and pay the largest block of taxes to the county, state and federal governments than any other South Florida community

Most of the residents at Ocean Reef, from 1 room condominium owners, to 10 room home residents have no political agenda. We are not politicians, we are not running for office, we are not land developers, union organizers, sugar farmers, or other interested parties that have chosen a side to enrich ourselves.

We are just ordinary people at the END of the American success story, rather than at the beginning, and we are here because we love South Florida.

We love the clean air, the birds, our National Parks, our clean waters, our peace and tranquility, and we are prepared to FIGHT to PRESERVE it.

Perhaps enough courageous politicians will listen to what the people want as well as all the other endangered species of South Florida need. And remember, if we allow ourselves to be destroyed by pollution in South Florida, how can we complain if we lose the whole world.

Sincerely,

Adriana Scalamandré Bitter

SIERRA CLUB
FOUNDED 1892

SOUTH FLORIDA / EVERGLADES OFFICE
2937 S.W. 27th Avenue, Suite 101, Miami, FL 33133
Phone 305-476-9898 Fax 305-476-9414

003238

February 20, 2000

Dear President Clinton

Today, the Sierra Club national board of directors has come to Biscayne National Park, joined by local leaders and citizens, to ask you to reject the proposed action in the Homestead Air Force Base SEIS, which would create a major, commercial airport at Homestead. The airport's impact to two of this nation's most imperiled, beautiful national parks – Everglades and Biscayne – is unacceptable to our nearly 600,000 members, the Everglades Coalition and the American people

Mr. President, please stand up for our national parks

There are numerous problems with the location of Miami-Dade County's proposed airport. First, it would be located only 1.5 miles from Biscayne National Park and 8.5 miles from Everglades National Park, thus making it the closest major commercial airport to a national park in the United States

Secondly, the airport would carry more than 230,000 flights in phase one, or one every minute during daylight hours at low altitude directly over both parks. Visitors would be inundated continuously with high pitch blasts of engine turbines, rained upon by soot, and ask where is the wildlife that they have traveled thousands of miles to enjoy

Moreover, the wildlife would encounter their own problems: polluted water, loss of habitat and the continuous potential for collisions with oncoming planes. The offshore coral reefs would be threatened by the airport's runoff (Military canal has recently been targeted by your Administration as eligible for Superfund status.)

The airport and the secondary development it would bring would cripple the economy of the Florida Keys, which is completely dependent on ecotourism dollars, and threaten agriculture in southern Dade County

This airport would set a dangerous precedent. Would we replace the roars of Yosemite's waterfalls with the roar of jets overhead? Would we interrupt the peace and wonder of the Great Smoky Mountains with airplanes screaming by? It is equally ridiculous to replace the herons' cries in Biscayne and the Everglades with the bowls of Homestead's jets

The proposed Homestead Airport will irreparably harm the unique beauty and pristine nature of Everglades and Biscayne National Parks. Both your Secretary of the Interior and Environmental Protection Agency Administrator have already spoken against the airport and its devastating consequences.

Printed on Chlorine Free, Non-De Inked, 100% Post Consumer Waste Recycled Paper. Printed with Soy-Based Ink

Your administration's $7 8 billion plan to restore the Everglades cannot accommodate an airport that would irreparably harm the Everglades and Biscayne National Parks There is no logic in creating a major new threat to these crown jewels, especially when there are alternatives that could provide jobs without harming the national parks

Your administration is currently making huge strides to protect America's natural heritage and leave a strong environmental legacy, and we thank you But now it is time for you to stand up to protect these parks

Our children deserve to see the unspoiled wilderness that we have here today The American people demand it We are here to urge you now to stop the airport. Future generations will remember your actions

Sincerely,

Carl Pope
Executive Director

Chuck McGrady
President

003239

Florida Life Care Residents Association, Inc.
Chapter 019, East Ridge Retirement Village
Miami, Florida

February 17, 2000

Katy Sorenson
Miami Dade County Commissioner
District 8
111 NW First Street, Suite 220
Miami, Florida 33128-1963

Dear Commissioner Sorenson,

We are very grateful to you for your presentation this morning at East Ridge Village on the Homestead Air Force Base history and alternatives, including the Collier proposals And thank you for the written response forms to get on record our opinions on the subject.

We have a set of the SEIS documents and CD for our East Ridge library Judging by the enthusiasm for the response forms and lively discussion after you left, you probably generated a series of anti-commercial airport responses. We appreciate you devoting your time and energies to this cause

Sincerely yours

Howard J. Teas

Howard J Teas, President of ERRV Chapter
417 East Ridge Village Drive
Miami, Florida 33157

003240

Feb 5, 2000

County Commissioner - Dist 8
Katy Sorenson
111 N W 1st Street Suite 220
Miami, Fl 33128

Dear Comm. Sorenson

I just finished writing letters to Homestead AFBCA/Ex, Gore, Graham, Mack and Deutsch. No disrespect intended for non-letters but for the sake of brevity. Told each of them of my support for the Collier / Hoover plan and of your tireless effort keeping us informed, supporting the same cause.

I just opened my Homestead Utilities bill and was infuriated by the enclosed Community Information letter. I called and spoke with Nora Lilley (sp?). She said these letters are written monthly by her, but usually they are informative of coming community events. I formally registered a complaint with her, that this was a political issue and therefore, offensive. She replied that it was good to know that these letters are read. She said she knows they are, because of all the nasty and negative telephone calls this one has generated. She thanked me for not cursing or screaming at her as did the previous caller.

Anyway, in as much as this is such a hot topic, which you oppose so eloquently, I wanted to forward you the item which we residents of Homestead are being subjected to.

Thanks for standing up and supporting what you believe in, though many times you seem to be standing alone. Alone among your fellow commissioners but definately not alone among the people. Time for a call to Dennis Moss.

Sincerely
Ronald C. Dutton

Ronald C Dutton
2555 S.E 7th Place
Homestead, Fl 33033
305-230-9961
MR DUTTN @ AOL.COM

Laura Lucy Ext 257

Community Information

February 2000

Activities and Events in the City of Homestead

A time for action – Homestead needs a commercial airport now

Almost five years ago, after a comprehensive "final" environmental study the Air Force approved Miami Dade County's proposal to develop a commercial airport at Homestead Air Force Base.

But before the airport development plan could be executed, environmental groups who were largely silent up to that point, demanded, and got the government to initiate, a "supplemental" environmental study which has forced a 6-year delay in the process of airport development.

The residents of Homestead have continued to wait and hope that government leaders -- from President Bush to President Clinton -- would deliver on the "rapid" redevelopment and job promises they made after Hurricane Andrew devastated our region in 1992. Since then, far from moving on redevelopment, the government has removed its major military mission from Homestead and allowed an unprecedented, lengthy review process to deny our citizens badly needed jobs.

As we begin the new year, however, a ray of hope has entered our lives. After almost 24 months of analysis, the USAF and FAA, as co-lead agencies, released their long-awaited "supplemental" draft environmental impact study on the conversion of Homestead Air Force Base.

This document deserves all of our support because it signals that vital agencies of our national government have recognized the plight of the poor, the unemployed and underemployed residents of our community.

This extensive federal study, produced by leading experts, confirms that we do need a commercial airport in South Dade to relieve the enormous capacity pressures that future air transport demands will impose upon the region.

It reaffirms what our county aviation and FAA planners have determined after careful study -- that Homestead is the only viable and feasible site for that airport. For those who have lived in despair that jobs would be delayed indefinitely, the report conclusively shows that an airport at Homestead holds the promise of over 38,000 long-term, high paying jobs for our residents.

Residents in the region, and many more who were born and raised here value our clean air and clean waters and the experiences that ourselves and our children enjoy when we visit our nearby national parks.

We do not need any lectures from the self-styled environmental protectionists on how we ought to fulfill our responsibilities to safeguard the land and water resources that have formed part of our daily lives.

So we were pleased to see that this new report, which cost the taxpayers millions of dollars, has concluded once more that an airport at Homestead is environmentally sound and that the natural assets of the parks can be preserved based on one of the most comprehensive water quality and noise studies ever conducted in an environmental impact statement.

Hearings on the draft environmental impact statement were held in the beginning of February, but citizens who missed these meetings will still have a chance to make their opinions heard. Letters may be written by residents voicing their support of the SEIS report and the development of a commercial airport at the Homestead Air Reserve Base by March 14, 2000. Please send correspondence to:

Homestead Draft SEIS
AFBC/PA
1700 N. Moore Street, Suite 2300
Arlington, VA 22209-2802

With the support of the thousands of residents of South Dade who want to see their hopes and dreams realized after all these years of waiting and enduring broken political promises, this project will become a reality. The time for action is now. We urge all of the residents of the area to join in this effort.

IMPORTANT PHONE NUMBERS

Police Emergency	911
Police Non-emergency	305-247-1535
Utility Outages	305-247-7313
City of Homestead	305-247-1801

We're on the Web! http://ci.homestead.fl.us

City Council meetings are held at 7:00 PM on the 1st & 3rd Mondays each month in City Hall Council Chambers. For current schedule of meetings, call 247-1801, extension 334.

1

James M. Couper
7845 S.W. 118 Street
Miami, Florida 33156
(305) 253-8254

003241

Feb 4, 2000

Commissioner Katy Sorenson
111 N.W. 1st St. Suite 220
Miami, Fl. 33128

Dear Commissioner Sorenson:

I am writing on behalf of my family and myself (6 persons) to thank you for your courage, your intelligence and your sense of perspective in standing against the development of the Homestead Air Base property into a commercial airport. The proposal as presented by the mayor, the majority of the County Commissioner, the County manager's office, etc. not only reflects the all-too-familiar corrupt politics we all know and resent, it also flies in the face of common sense.

The idea of locating an airport on the shoreline of one national park and ten miles from another - not to mention the proximity to a nuclear power plant - flies in the face of any consideration of public good, much less common sense. Biscayne National Park and Everglades National Park are world treasures. They must not be compromised for short-sighted projects of dubious value,

(over)

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the beneficiaries of which are small numbers of politically connected developers.

Regarding the need for increased airport capabilities, it is obvious that the County leadership is woefully lacking in any commitment to creative problem solving. With very few exceptions (such as yourself), no one in County government seems interested in even discussing more sensible alternatives. I attended the public hearings at Signature Gardens on February 2 (12:30 P.M.) and noted that three of the earliest speakers, Bill Johnson from the County Manager's office, Gary de Zappa from aviation and Ramon Rasco from HUD all left the auditorium immediately after delivering their presentations. This struck me as a sad symbol of indifference toward an exchange of ideas. They obviously had no interest in the public's comments or any suggestions for creative problem-solving.

The public good that is being assaulted by this poorly-conceived, cronyism-ridden proposal is enormous. If successful, it will do irreparable damage to two unique systems of international significance. Please continue to use the full power of your office to combat this terrible threat to our area's great treasures. Also, know that there are many of us who support and appreciate your efforts. Thank you for your outstanding public service.

Sincerely,
James M. Couper

14861 Lincoln DR 2-1-2000

Dear Katy

003242

1- We do not need a airport - When owned my home here since 62 -
The planes on the walls shaked every time a plane went over -
The oil dust all over everything.
Crack plaster in the house
Hanging plants went all over
Cars a mess -
Bed down furniture - on & on -
Right now - my health is going down hill.
I need oxygen - most of the time -
I had my home listed with 21 for 7-8-9 years I read how the value of my home would go up! I took it off the market. The offers were crazy - trying to steal it. I'm 81 + - widow for 34 years - I need help to live. also need rest.
I don't know if you remember me or not I've gone around as hard place that need to be cleaned up. 21 letters - the area you live in - Please help us - no airport - Helen Oppenheim

003243

Thank you for being a caring and intelligent representative of this community.

Dear Commissioner Sorenson,

I am writing in support of a viable plan for the B.R.A.C.-B. Hurt [illegible] our quality of life and [illegible] economy.

As a [illegible] Miami-Dade county resident and member of a military family we do miss the base but an airport is NOT the answer.

Our children would benefit from an educational attraction/museum.

[illegible] golf course [illegible] the communities [illegible] are wonderful, successful [illegible] not attractive (in practice) to pesticides/herbicides would be golf courses. Our water & health [illegible] our communities needs to be considered and protected.

Sincerely, Ms. Farrell

003247

CHARLES A. ALDEN, Landscape Architect
7905 Southwest 162 Street Miami, Florida 33157
19 Craven Lane Lawrenceville, New Jersey 08648

Date: 2 February 2000

FROM: Chuck Alden

TO: MIAMI-DADE COUNTY COMMISSION

ATTN: Ms. Katie Sorenson - My Commissioner

RE: Homestead AFB Hearing - 1 February 2000

MSG: Great job!! I think you took them by storm. grace, elegance and intelligence. Best regar

NUMBER OF PAGES (Including cover sheet) (1)

If you have any comments regarding this transmission, pl. us at the above telephone/fax number.

Authorized Signatur

003249

Name
Address
City/State/Zip

Col USAF Ret.
[illegible]
Melbourne Beach, FL 32951

Dear U.S. Air Force:

I oppose the development of a commercial airport at the Homestead Air Base. I believe it will cause unacceptable pollution and noise in adjacent Everglades and Biscayne national parks, not only despoiling these nat. rsl treasures but harming our nations native, paid for by the taxpayers, to restore them. As a less environmentally-harmful alternative I support the development of mixed commercial and residential uses at the Homestead base.

The Air Force must ensure that this federal property does not become a vehicle for the destruction of some of this country's most precious and unique natural resources. Please consider this my formal comment regarding the draft Supplemental Environmental Impact Statement to the redevelopment of the Homestead base.

Sincerely, Carlton J. Martin

USAF Retd.

We do not need these politicians. We are closing Bases, not opening them. Our policy is to down-size. Let's apply it here!

HOMESTEAD SEIS
AFBCA/EX
1700 NORTH MOORE STREET
SUITE 2300
ARLINGTON VA 22209-2802

003250

Name ELSIE H PAYNE

Address 2114 Sea Park Drive

City/State/Zip Deerfield Beach, FL 33426

Dear U.S. Air Force:

I oppose the development of a commercial airport at the Homestead Air Base. I believe it will cause unacceptable pollution and noise in adjacent Everglades and Biscayne national parks, not only despoiling these natural treasures but harming our national initiative, paid for by the taxpayers to restore them. As a less environmentally harmful alternative, I support the development of mixed commercial and residential uses at the Homestead base. There should be no flight training from Homestead.

The Air Force must ensure that this federal property does not become a vehicle for the destruction of some of this country's most precious and unique natural resources. Please consider this my formal comment regarding the draft Supplemental Environmental Impact Statement for the redevelopment of the Homestead base.

Sincerely, Elsie H. Payne

NAME, ADDRESS, AND SIGNATURE REQUIRED

HOMESTEAD SEIS
AFBCA/EX
1700 NORTH MOORE STREET
SUITE 2300
ARLINGTON VA 22209-2802

003251

Name

Address

City/State/Zip

Dear U.S. Air Force: At the time of the Hurricane we heard that it would make

I oppose the development of a commercial airport at the Homestead Air Base. I believe it will cause unacceptable pollution and noise in adjacent Everglades and Biscayne national parks, not only despoiling these natural treasures but harming our national initiative, paid for by the taxpayers to restore them. As a less environmentally harmful alternative, I support the development of mixed commercial and residential uses at the Homestead base.

The Air Force must ensure that this federal property does not become a vehicle for the destruction of some of this country's most precious and unique natural resources. Please consider this my formal comment regarding the draft Supplemental Environmental Impact Statement for the redevelopment of the Homestead base.

Sincerely,

NAME, ADDRESS, AND SIGNATURE REQUIRED

HOMESTEAD SEIS
AFBCA/EX
1700 NORTH MOORE STREET
SUITE 2300
ARLINGTON VA 22209-2802

003252

Name

Address S Mr. Donald Sammis, 1388 Sunset Ln, Merritt Island FL 32952

City/State/Zip

Dear U.S. Air Force:

I oppose the development of a commercial airport at the Homestead Air Base. I believe it will cause unacceptable pollution and noise in adjacent Everglades and Biscayne national parks, not only despoiling these natural treasures but harming our national initiative, paid for by the taxpayers to restore them. As a less environmentally harmful alternative, I support the development of mixed commercial and residential uses at the Homestead base.

The Air Force must ensure that this federal property does not become a vehicle for the destruction of some of this country's most precious and unique natural resources. Please consider this my formal comment regarding the draft Supplemental Environmental Impact Statement for the redevelopment of the Homestead base.

Sincerely,

NAME, ADDRESS, AND SIGNATURE REQUIRED

HOMESTEAD SEIS
AFBCA/EX
1700 NORTH MOORE STREET
SUITE 2300
ARLINGTON VA 22209-2802

003253

Name CLINT GORDON

Address 530 NE 2ND ST #34

City/State/Zip WILTON MANORS, FL 33305

Dear U.S. Air Force:

AN AIRPORT IS AN AIRPORT WE DON'T NEED MORE SWAMP IGNORE THESE TREE HUGGERS.

Sincerely,

NAME, ADDRESS, AND SIGNATURE REQUIRED

HOMESTEAD SEIS
AFBCA/EX
1700 NORTH MOORE STREET
SUITE 2300
ARLINGTON VA 22209-2802

003254

Name [redacted]

Address [redacted]

City/State/Zip [redacted]

Dear U.S. Air Force:

[redacted] the development of a commercial airport at the Homestead Air Base. I believe it will cause unacceptable pollution and noise in adjacent Everglades and Biscayne National parks, not only despoiling these natural treasures but harming our national initiative, paid for by the taxpayers to restore them. As a less environmentally-harmful alternative, I support the development of mixed commercial and residential uses at the Homestead base.

The Air Force must ensure that this federal property does not become a vehicle for the destruction of some of this country's most precious and unique natural resources. Please consider this my formal comment regarding the draft Supplemental Environmental Impact Statement for the redevelopment of the Homestead base.

Sincerely, [redacted]

NAME, ADDRESS, AND SIGNATURE REQUIRED

with pollution be much worse than AFB? Take the last one to me

HOMESTEAD SEIS
AFBCA/EX
1700 NORTH MOORE STREET
SUITE 2300
ARLINGTON VA 22209-2802

003255

Name [redacted]

Address [redacted] Bernard Sc[illegible] 3769 W McNab Rd # A Pompano Beach, FL 33069

City/State/Zip [redacted]

Dear U.S. Air Force:

YEARS AGO MALTHUS PREDICTED WE WOULD GO OUT OF FOOD. DID WE? THE FLORIDA CORPS OF ENGINEER WILL BE ABLE TO TAKE CARE OF PROBLEM JUST A LITTLE MORE MONEY FROM WASHDC

DONT STOP PROGRESS

HOMESTEAD SEIS
AFBCA/EX
1700 NORTH MOORE STREET
SUITE 2300
ARLINGTON VA 22209-2802

NAME, ADDRESS, AND SIGNATURE REQUIRED

003258

From: Crazymazy1@aol.com on 02/09/2000 01:16 AM GMT

To: President@Whitehouse.GOV
cc:
Subject: Biscayne Bay, FL needs your help!

Dear Mr. President:

Are you aware that a US Air Force draft environmental impact statement (EIS) has concluded that a proposed airport in Homestead, Florida, would have a devastating effect on adjacent Everglades and Biscayne National Park. With one flight almost
every minute, the parks would be filled with airplane noise, the airport would emit seven tons of toxic air pollutants every day into the pristine Everglades air, and lead and other hazardous chemicals would wash into the tropical waters of Biscayne Bay. Please help stop this mega-development on the doorsteps of our national parks. Although, you are leaving office shortly, you can still help us! America depends on you. Thank you for your time in reading this mail.

Sincerely,

Melissa Hume
911 Rudolf Rd
Lake Worth, FL 33461
MHPlatinum@aol.com

003259

From: "Christopher H. Stetser" <smp@herald.mfi.net> on 02/09/2000 02:04 AM GMT

To: President@Whitehouse.GOV
cc:
Subject: Homestead Air Force Base

My wife and I are Miami Democrats who strongly oppose the conversion of Homestead Air Force Base to a commercial airport. We live near MIA--we LIKE airplanes but we also like to get away from them by visiting the two National Parks close to downtown Miami. A large commercial airport in Homestead would ruin the peace in these parks.
Christopher Stetser
1700 NW North River Dr.
Miami, FL 33125

From: pandanash <nashbridges@email msn com> on 02/10/2000 02:48 AM GMT

003260

To: President@Whitehouse GOV
cc:
Subject: Problem in Florida

To President Clinton,

I am writing to express my concern about a problem in the Miami-Dade area in Florida The Homestead Air Force Reserve Base is about to be turned over to a group that plans to transform it into an internation airport The problem with this is that this site is VERY close to several wildlife parks and refuges, and it is also extremely close to a nuclear powerplant. This plan exposes all of these areas to many dangerous possibilities, and with an estimated 225,000+ flights a year, much damage will be done to these protected areas (not to mention what might happen with the nuclear power plant).

Please take an active role in this matter and get involved to stop it.

Thank you,

Jason Walker
1214 Airline Dr
College Station, TX 77845

From: Pat Kiesylis <goodpat@tampabay.rr com> on 02/10/2000 03:04 AM GMT

003261

To: president@Whitehouse GOV
cc:
Subject: PLEASE NO AIRPORT/SPACE PORT AT HOMESTEAD!!!

Dear President Clinton,
Please do not encourage or support an airport at Homestead Florida I am a Sierra Club member and helped in the fight against the JETPORT in the Everglades (year 1967) please research this and arguments still go.
Thank you
Sincerely
Patricia Kiesylis
231 44 ave NE
St Petersburg Fl 33703

003262

Feb. 15, 2000

President William Clinton
The White House
Washington, D.C. 20500
Dear Mr. President:

Please do NOT revamp Homestead Air Force Base into a commercial airport! To do so would be to adversely impact two of America's treasured national parks as well as the Florida Keys National Marine Sanctuary.
To make improvements to the airport is to degrade Biscayne and Everglades national parks. This alteration would promote sprawl and air and water pollution.

Unwise and destructive development has to stop somewhere — in spite of population growth! Please work to cancel plans for changing Homestead into a commercial airport!

Sincerely,
Ruth Nisbander
622 Barbara
Davis, Ca. 95616

003263

Feb 15, 2000

Dear President Clinton,

Please help us protect Biscayne National Park, the Florida Keys National Marine Sanctuary and Everglades National Park from the proposed airport that is planned at the site of the former Homestead Air Force Base.

I am pregnant with my first child and have lived in Miami since I was born in 1960.

The last 40 years have seen unprecedented growth in suburban sprawl and development in what used to be a part of our wild Everglades.

I would like my son to be able to hike, canoe and dive in a National Park that has some wildlife left in it. So many things are endangering this area - even in the process of its "restoration." A major international commercial airport will certainly hasten its demise.

Please stop it!

Sincerely,
Julie D. Klein
2010 Laurel Lane
N. Miami, FL
33181

003264

Rebecca R. Ratajczak
20110 S.W. 324 Street
Homestead, FL 33030

February 20, 2000

President William J. Clinton
White House
1600 Pennsylvania Avenue
Washington, D.C. 20500

Dear Mr. President:

I am writing to you because of a life or death situation on which you can have a profound impact. I refer to the life or death of the unique ecosystem of Everglades National Park, Biscayne National Park and ultimately, each of us who lives and works in the Homestead/ South Dade area of Florida. There is an aggressive push by a nearsighted, greedy group known as Homestead Air Base Developement, Inc. (i.e. H.A.B.D.I.) to build a commercial cargo airport at the former Homestead Air Force Base which was destroyed by Hurricane Andrew in 1992 and never re-opened to full operating capacity in the years since.

At first glance one may think that building a commercial cargo airport here would be a good idea; good for the economy, good for new jobs for the people living here. However, when looking more closely one can see that the detrimental effects a commercial cargo airport would have on the area far outweigh any so-called economic benefits.

This site is most unsuitable for a commercial cargo airport because it is located in the middle of an ecologically sensitive area (the national parks) and the nearness of a large nuclear power plant (Turkey Point Nuclear Power Plant operated by Florida Power and Light) less than 10 miles away. In addition to the obvious hazards of air, water, and noise pollutions; traffic congestion and dispossessing wildlife of their habitats; there is the unnerving risk of a plane crashing in the living coral reef or into the nuclear power plant! In both cases destruction would be swift and everlasting. And even if a plane never crashed into the power plant, the constant take-offs and landings of these planes would surely compromise the structure of the facility also conjuring images of radiation leaks into the atmosphere and another Chernobyl. To allow a commercial cargo airport to be built on this site would be tantamount to building a pedophile rehabilitation facility in the middle of Disney World!!!!!!! That is to say, the ever present risk of an irreparable catastrophe completely overshadows any miniscule benefit to be reaped by a few. And it is obviously these few people who have the most money to gain from this ill-fated venture that are the loudest advocates for an airport and who malign anyone against it by referring to them as "environmental terrorists". As in several other similar scenarios that have taken place here

2

(i.e. Homestead Baseball Stadium, Homestead-Miami Motorsports Complex, etc.), once these loudest advocates have made their millions at our expense and ruined the environment, they can afford to flee to cleaner, quieter, safer communities. None of these previous ventures has produced any substantial economic or employment changes for anyone who actually lives in this area as was promised when these facilities were built.

A recent article which appeared in the city if Homestead's V.O.I.C.E. newsletter promises "38,000 long-term, high paying jobs for our residents". As a lifelong resident of this area and as that I have been a road patrol police officer for the city of Homestead for over 10 years, it is with some degree of experience and knowledge that I can say that a large number of people/residents of this area DO NOT possess basic literacy skills let alone the skills necessary for one of these aforementioned jobs. The pool of unskilled workers far surpasses the pool of skilled workers who have no problem finding jobs in the area. Additionally, at the meetings I have attended on this issue, advocates for the airport repeatedly emphasize that unemployment in this area is at 15%. This statement does not give an accurate picture of our situation. Since the years that Hurricane Andrew came through, South Dade has became the dumping grounds for the county's undesirables, thus skewing the number of unemployed residents to a much larger percentage.

In conclusion, please, do not allow this folly to take place by allowing the federal government to hand over Homestead Air Force Base to Miami-Dade county who will in turn hand it over in their infamous banana boat republic style to the already selected/ known commercial cargo airport developers, H.A.B.D.I.. Please, do not sentence us to a fate of being a depot for Miami's overflow of pollution and corruption.

I am not an influential politician, I do not have a vast amount of money, I am not socially connected to anyone of prominence, I am not a prominent citizen, and I have never written to the president of the United States before. I am simply some one whose home and job are here, and I am very afraid of what will happen if this airport is built. It is with great risk to my future livelihood that I am writing and sending this letter. By not subscribing to the official city view and speaking out aqainst what the Homestead city council wants, for whatever selfish reasons, even as a private citizen (versus my police officer capacity), is a dangerous chance. But without a livable environment, 50 trillion jobs will not make a difference in anyone's existence. Eventually, there will be no one here because when you do not support the environment, the environment can not support you.

Sincerely,
Rebecca R. Ratajczak
Rebecca R. Ratajczak

Febuary 20, 2000

003265

President William J. Clinton
White House
1600 Pennsylvania Avenue
Washington, D.C. 20500

Dear Mr. President,

The picture is worth a thousand words.
Please look into the fact that another major airport facility at the southeastern tip of Florida, is not in the best interest of the people as a whole, and more importantly, the already over stressed surrounding natural environment.
Bordered on three sides by sensitive park areas, ie: Everglades National Park, to the west, Biscayne National Park, to the east, and the Florida Keys Marine Sanstuary, to the south, makes this proposed Homestead Commercial Airport, a serious threat and would be an ultimate mistake for the use of this land.

Sincerely,
William R. Ridolf
William R. Ridolf (D)
5409 Overseas Highway, PMB 271
Marathon, Fl. 33050

Airport fliers irk some in Homestead

BY DRAEGER MARTINEZ
dmartinez@herald.com

Nasty flap has developed over the Homestead Air Reserve Base: blatant political advertisements stuffed in 15,000 monthly utility bills.

The base almost got blown off the map by Hurricane Andrew in 1992.

This month, the city of Homestead distributed a single-page flier with its light bills. English on one side, Spanish on the other, with the headline: "Homestead needs a commercial airport now."

"I got the flier Wednesday, and I was just furious," said Lori Campbell, who owns Village Pawn Shop in Homestead. "It bothers me that this is on city letterhead and it endorses a political viewpoint that I don't agree with. These elected officials sure aren't representing me."

The flier summarizes the environmental impact study process that put development plans on hold. Critics zeroed-in on one paragraph: "We do not need any lectures from the self-styled environmental protectionists on how we ought to fulfill our responsibilities to safeguard the land and water resources that have formed part of our daily lives."

Said Campbell, "I want to know why the city feel it's OK to put in one viewpoint, but not the other. I asked if those who'd ad opposed to it could get our own flier inserted into the next bill, but [city spokeswoman] Novia Lilly said we couldn't."

Added Jan Fechman, a national accounts manager for Pelican Publishing. "I don't find it appropriate to insert a piece of political propaganda. It just doesn't seem right to me for the utility company to include something so blatantly one-sided with my light bill."

The city has run its own electric service since 1916, said city utility director Jim Swartz. Its monthly utility bills normally include a flier or newsletter, costing $269.25 for printing. Legality is not an issue, said City Attorney David Wolpin, because it advocated an official city stance. The Homestead City Council approved a resolution last month in support of a commercial airport.

Last week, the company that wants to develop the project, the Homestead Air Base Development Inc. made a pitch to the nonprofit Perrine-Cutler Ridge Council. This week, a Collier-Hoover alternative plan, which sets out a mixed-use development with golf courses and tourist aquarium, pitched its plan at the South Dade Government Center.

The national Sierra Club has scheduled an anti-airport rally for 12:30 p.m. Sunday at Biscayne National Park's Visitor Center.

Federal officials will continue receiving written comments about the environmental impact statement through March 7. Responses can be mailed to: Homestead SEIS, AFSCA/7A, 1700 N. Moore St., Suite 2300, Arlington, VA 22209-2802, or faxed to 703-696-8129.

MICHAEL STRAUSS MARGO HERALD STAFF

ANGRY: Jan Fechman holds a flyer she received.

FEB-25-2000 09:55 UNAFLEX 9545417968 P.01/01

003266

Thomas F. Driscoll
2950 N.E. 15th Terrace
Fort Lauderdale, FL 33334

February 24, 2000

President William Clinton
White House
Pennsylvania Ave.
Washington, DC

Dear Mr. President,

We sincerely ask that you do all possible to stop the proposed building of a commercial airport facility at Homestead Air Base

We are presently spending several billion dollars to clean up the mess that has been made to the Everglades by pollution; we do not need more

How can we possibly with any common sense (or without) think of putting a commercial airport in an area already in an an endangered state because of pollution?

There are several other good and thoughtful ideas to bring this location to a job-producing area with a great potential for ongoing growth.

HELP, MR. PRESIDENT!

TOTAL P.01

003267

Dear Mr. President, 2/29/00

I have been informed that building a new airport in Miami, Florida is beingtaken under consideration. I am also aware that although the construction of this airport will solve a few problems, more important ones will arise. If this airport is built in the location planned, our planet will have to endure more pollution and contamination than it can handle. Airplanes will pass by constantly over Biscayne National Park, the Everglades Natonal Park, the Florida Keys Marine Sanctuary, and Biscayne Bay. If we want to take care of our home, building this airport won't help us at all. I am concerned about the places that will be affected, and the irreversible consequences that can be prevented. I ask that you please think twice about what you're doing, and try to think of another, safer plan that will only bring positive outcomes. Thankyou for your time.

Sincerely,
Yamile Yannini

003269

2/29/00

Dear President Clinton,

I'm writing to you over my deep concern over the pressure the government in general is placing upon the citizens of Miami, Florida. I recently became aware of the plans to build an airport dangerously close to the Everglades. I am all for bettering modes of transportation in my home city but I am more concerned with preserving our environment. The amount of residue that will fall upon the Everglades Natl. Park and others is enormous and detrimental. I am a strong believer that we must think of longterm consequences rather than short term gratification, specifically in this case. Whatever sway you may have in this matter please use it to better our city of Miami. Please forbid the construction of this airport. Thank you.

Sincerely,
Natalie Diaz

003270

Dear President Clinton:

Please do not make another airport because it will cause a decrease in population of our endangered species. The construction of the airport will send pollution into the air and effect the lives of animals. Then once the airport is finally built the fumes of the planes will cause more of a breathing problem to the animals. We don't really need another airport. Why not find a better use for the land such as a wildlife rehabilitation home.

I'm not writing a whole bunch of garbage. I'm just stating the facts. Thank you for your... well. Thanks for...

Sincerely,
Ani Pareth.

003271

2/24/00

Mr. President,

I strongly beleive that having an airport so near the most endangered National Park is wrong. We've spent millions of dollars and hours restoring the Everglades from the mistakes done in the earlier generations, why are we going to have to do it again in a few decades, if we can avoid it? Tons of toxic fumes will discharged into the atmosphere, runoff will wash into Biscayne Bay. You have a powerful say in this country, please do something about it now, before you regret it later. Thank you

Sincerely,
Olmon Quesada
[signature]

003272

2/28/00

Dear Mr. President,

I disagree with concerning the airport because that will [illegible] many trees and animal life will be lost and [illegible] [illegible] [illegible] the [illegible] [illegible] [illegible] will kill many animals [illegible] [illegible] Mr. President please help us with this [illegible] [illegible] your job is to save and protect our trees and wildlife [illegible] and let it all be [illegible] here. I know you have [illegible] but this time please help [illegible] with this problem.

Sincerely,
Dario Encinas [illegible]
[signature]

003273

[illegible] 2000

Dear Mr. President:

My name is Sara [illegible] and I attend [illegible] High School in Miami Florida. I am writing to you regarding an airport that is set to be built in Homestead Florida. The problem with this airport is that it is a mile away from a major national park. This airport [illegible] [illegible] [illegible] [illegible] I believe [illegible] in the [illegible] century [illegible] [illegible] [illegible] [illegible] park [illegible] [illegible] This airport [illegible] [illegible] [illegible] Thank you [illegible]

[illegible]

003274

Dear Bill Clinton,

Since I am writing this letter to The President of America and no one else, anyone else reading this is breaking the law. Mr. Clinton, I understand how you think. You don't care about the Everglades or Biscayne National Park, you just don't want to deal with rioters and other types of interruptions. I am no political analyst, but I think you should just postpone this whole airport deal until your out of office. Let the next guy deal with it. We've allready messed up our world enough. It's about time civilization starts thinking about civilization. So even if you don't care, please veto or postpone anything that comes your way concerning the airport at the former Homestead Air Force Base. Hey, it would be awesome if you replied to this letter. I hope no one besides Bill Clinton reads this.

Sincerely,
Hans Burri
[signature]

003275

2/28/00

Dear Mr Bill Clinton,

I am a freshmen student in Miami and I am against building an airport in Homstead, Florida. the reason being that it will only be a disadvantage to South Florida, not only will it destroy the Everglades National Park, but it will also cause at least seven tons of chemicals and pollution in the air. The airport will only be an advantage to the people who are sending to make it happen, the greedy money makers. Money should not be an excuse to be able to destroy the air and nature. I want to breath Clean air and not smell the fumes coming from the airplanes. Let there be fresh air, peace and quiet in South Florida. I hope this letter will convince you to take a stand against the destruction of the Biscayne National Park and the Everglades. Florida is a state of great beauty I really wish it could remain that way!

Thank you,
Sandia Djabali
(Sandia Djabali)

003276

2/28/00

Dear Mr. Clinton,

I am not in favor of building an airport at the Homestead Air Force Base. If this airport is built, it will rival with the Miami International Airport. Near this base is the Everglades. The planes that fly over the Everglades will drop fuel on this wildlife preserve. The noise of the airport will also disturb the wildlife. I think that people should stop hurting their enviroment and wildlife. This is uneccessary and many builders will be making money on this. Also, Biscayne Bay which is nearby, will be polluted by what is ~~realse~~ released into the water. Please do not allow the building of this airport to occur. Thank you for reading this.

Sincerely,
Erika Garcia

003277

2/28/00

Dear Mr President:

In my opinion, I think that the new Airport in South Florida should not be built. It is way too close to the most endangered national park in the U.S., the Everglades. If this Airport is built an airplane would leave every 2 minutes. If you think about it the Everglades is the only peaceful place left here in Miami, why should it be disturbed? Put yourself in the position of an old alligator ... you're minding your own buisness, walking around and then all of sudden a plane comes crashing through your peaceful walk! How would you feel. The Everglades is disturbed enough as it is, why make it worse?

Also, Biscayne National Park would be affected as well. Many people go to Biscayne Bay to admire the beauty of its "natural" habitat. Do you think the disturbance of an aircraft passing by every 2 minutes will make it enjoyable? Of course not. And to even think about the pollution would be a whole new subject all together!

I personally go to the Everglades and to Biscayne Bay. They're two beautiful places. And sadly but truly they are pretty much the last natural and peaceful places left. Wether you go to snorkle or just camp out... the building of this Airport would destroy the peace and corrupt the living area. Please take this into consideration... Put yourself in the place of the animals.

Sincerly
Amy Escobar

003278

0-28-00

Dear Mr. President,
My name is Lisa Cabrera. I am a ninth grade student at Coral Gables Senior High School. I have recently been informed about the idea of building a new airport here in Miami. In my opinion this is a terrible idea. If this airport is built it will will off much of the wildlife around the area. This airport will effect a great part of the Everglades. It will also polute much of Biscayne National Park and the bay. Why should we let this happen South Florida does not need another airport. It makes no sense to built this airport it it's going to cause so much trouble. Please help us stop this Mr. President. Thank you for your time.

Sincerely,
Lisa Cabrera

003279

[illegible]

003280

Feb 25, 2000

Dear Mr. President

My name is Nadia Pavan. I am a ninth grader at Coral Gables Senior High in Miami, Florida. I am concerned for the plans of building another airport in Biscayne National Park, Biscayne Bay, as well as Florida's Everglades.

Miami International Airport is already an extremely successful airport and another one is not needed.

Also, I do not think that the surrounding wildlife or the people around the area would appreciate having to breath in several tons of fuel exhaust and other health endangering chemicals daily.

Thank you for your time.

Sincerely,

Nadia Pavan

NADIA PAVAN

003281

Dear Mr. President,

You have lifted this great nation to one of its highest points in a very long time. The national debt is much lower, the U.S isn't allied with horrible people that massacre thousands of people in a small town, such as Bush did during the Gulf War, and the list goes on. I can see that you know what you're doing, unfortunately, many politicians really don't. I was born, and have lived in Miami all my life, and it saddens me to hear of plans to build yet another international airport in South Florida, especially in the Everglades. The Everglades is unique and special to Florida, and is the only like it in the world. I have heard that the reason for the airport would be to lessen the traffic at Miami Int'l airport, however common sense tells me how stupid this is. Miami airport recently spent millions on new terminals, meaning more space, and they will be in debt for a while to come. They need the traffic, and they now have the space to support more. The pollution from the new airport would virtually destroy TWO national parks; key factors being quite obvious. There would first be the air pollution from the airplanes, runoff from chemicals and garbage, and industries that would build around the airport. I, along with most of South Florida ask this little favor, please do not let this airport

be built. This is best not only for Miami, but the nation. After all, what is a national park if you can just destroy two in a matter of years. Thank you for your time

Nicholas Nous

003282

2/23/00

Dear Mr. Clinton,

It has come to my attention that the construction of a commercial airport has been proposed for the Dade, Homestead, South Florida area. I would like to protest that project on the behalf of logic, for Homestead is a tiny and limited former community. I believe that it would not be a terrible loss to residents and tourists if the airport project was not followed through. This matter concerns my community and myself as frequent visitors of the Homestead area and as consumers of the bountiful harvests from its farms. I thank you for reading my letter and ask that you do everything in your power to prevent the completion of an airport in Homestead. Not only as a voter your our president but because your a representative of the people, even as darwin in south florida. thank you.

Sincerely,

South Florida citizen.
2/23/00

003283

2/28/00

To President Clinton:

I understand the cause and effects that this airport in Broward county is going to cause to the environment. The environment it would effect is Biscayne National Park, Everglades National Park and Florida keys Marine Sanctuary. I have been to all these sites and they are beautiful. I don't want 7 tons of toxic pollutants in the air every day because of the airport. I understand why companies want to make money of the airport but I believe that the environment is more important. I have seen distruction of air contaminates in the Everglades and belive that a airport will not help the situation. Again please don't agree to this it is of course good for the business but not for the environment.

Sincerely
Agustin Garcia
Agustin Garcia

003284

dear President Clinton,

my name is Christina Hernandez, and I am a high school student at Coral Gables Senior High school. I recently heard that a new proposal has been given to congress to build a new airport in the homestead area. I am aware that the new airport will make more flights on time, but I am also aware of the consequences. Not only will it affect pollution and noise level in homestead, but it will also affect places such as Biscayne National Park and the Everglades National Park, both just 10 miles away. Please think this over carefully, it is an important matter that could have a deadly impact on some of the environment. I trust that you will make the correct decision on how to handle this important matter. Thank you.

Sincerely,
Christina Hernandez

003285

Dear Mr. President,

I know you dont have a lot of time on your hands so I would like to make this brief. I am writing to you because I am in total defiance in the act of creating an airport in homestead. My teacher has recently informed us about this and has asked us to write a persuasive letter to your esteemed majestrey. I dont know if you are awhre of this but just a couple of miles away from the dark sight where the airport has been negotiated to be built there very important animal reserves. Their is the Florida Keys Marine Sanctuary, theirs the Biscayne National Park and the Everglades National Park. The three of these parks will be sublimed with 7 tons a day of polution I hope if its not too much to ask for save our precious wildlife.

Thank You,
Reynaldo Blanco

003286

Dear President Clinton,

Hello, I am a ninth grader at Coral Gables Sr. High School in Miami, Florida. It has been brought to my attention that a building association wants to eliminate the only national park left in Florida. The airport that wants to be built in Homestead is a disaster waiting to happen. It will damage the Everglades National Park as well as the Biscayne National Park. There are already being destroyed by other associations and it must stop. There is nothing good that will come from building another cause for pollution after all, Florida is being polluted every second of every day. By not building the airport it will satisfy many as well as saving the only natural parks we have built. There are no positive for building the airport but there is many negatives. There is only one solution to this debate and that is by not build the airport, and let save what we have left while we can.

Sinserely,
Daniel Otero

003287

February 28, 2000

Dear Mr. President,

I live in Miami, Florida and go to high school. I'm writing to you today because I feel strongly about the airport that is going to be built in homestead. We already have the Miami International Airport as well as one in Ft Lauderdale. It is true that the new airport may relieve crowdedness in the others, but it will also produce an excruciatingly gross amount of polution. The fact that the area where it is to be built is near two wildlife reserves doesn't make me very happy either. I urge you to think about this and thank you in advance.

Sincerely,
Robin Bylan

003288

2/28/00

Dear Mr President,

Thankyou for taking some time to read this proposal and understanding how I feel. I am writing to you about the New Airport plan, that's in question right now, that is to be built in Homestead, Florida. I live in Miami, Florida so I know how crowded the Airport is here. I know that building a new one will balance out the crowdedness and eliminate chaos when it comes to flying. But I also know and think you should consider the short and long term environmental damage that an airport would do to a place like homestead. Homestead is one of the few places where wildlife still lives, and I believe we should preserve that. An airport, I know, would slowly destroy it. Once again, Mr. Clinton, thankyou for your time.

sincerely,
Josefina Colomar

003289

Dear Mr. Clinton,

Hello, I am a 9th grader at Coral Gables Senior High School in Miami, Fla. I'd like to express my opinion on the airport that possibly might be built in Homestead, Fla. I disagree with that proposal, mainly because a lot of wildlife would be affected by noise pollution and all the toxins released into the air.

The Everglades and Biscayne National Park including also the Florida Keys Marine Sanctuary will be greatly affected, due to the fact that they are attractions to many. The people visiting be greatly displeased with the noise from planes dispatched every minute and the pollution in the air. Thank you for your time and attention.

Sincerely,
Alexandria Fernandez
Alexandria Fernandez

003290

Feb 28, 2000

Dear Mr Clinton,

Hello! I'm a 9th grade student at Coral Gables High school in Miami, Florida I'd like to express my opinion on the proposal to build the airport in Homestead

In my opinion, I believe that the cons out way the pros I am sure that you are aware of the 2 National parks that are located with in a 10 mile radius of the area if there were to be an airport, I am concerned about how the wildlife would respond Also, the Florida Keys Marine Sanctuary would also be affected.

I would like for you to think about the long term affects, the wildlife would unaoubtably be affected I have snorkeled in the Biscayne National Park many times, I'd hate if, in one day I could no longer enjoy those creatures

You can not permit these big time developers to come in and ruin these parks and sanctuaries Please, listen to the local people in the area and think of all the animals you would be compromising Thank you for your time

Sincerely,
~~Jessica Pinto~~
Jessica P Sinto

C

003291

Dear mr. Clinton,

I know that an Airport is going to be built in the Homested area. Well I think that the airport should not be built because it will affect some place's like Biscayne National Park, Everglades National Park and the Florida Keys Marine Sanctuary, So I think its best that it shouldn't be built their.

Sincerely,
Shaquita Deuterry
Shaquita Deuterry

003292

February 28, 2000

Dear President Clinton,

I am a student in Coral Gables senior high school. I strongly believe that the airport should not be built. It will affect Biscayne National Park, Everglades National Park and the Florida Keys. I enjoy visiting those places in the summer and it would just be very tragic to see those places poluted and nasty I am sure other people feel the same way. Please dont allow this to happen to our community and our Parks. The world would be better of without that airport that will hardly be used. We had an Airport there a few years ago and it got torn down because of the damages hurricane Andrew caused, they decided not to rebuild it because its not worth it. The Airport will cause no good just damages to our environment. Thank you for taking your time to read my letter and I hope you keep this in mind.

God bless you
Rebekka Schneider

00:3293

rue de
charegrand
Romain #9
28/02

Dear Mr. President

I am french, so excuse my speling. Mr. President a new airport will be great for only one thing that is going to cause damages to Biscayne National Park, the Everglades National Park or not and, the Florida Keys Marine Sanctuary, as I was saying one thing. "Are pleasure". For having less people into the Miami airport that is it. I think Mr. President that some creatures were here with us at the same time, and we should let them live a little, as we can say.

Romain Julien

00:3294

Feb 28, 00

TO President Clinton

Hi my name is Gaschka Menendez and attend Coral Gables Senior High Most of us here in Miami are concerned about the Airport they are planning on building near our City I am against this because not only will it bring pollution and distortion but it will destroy many natural habitats for example Biscayne National Park, Everglades National Park, and Florida Keys Marine Sanctuary. We don't need another Airport to ruin our city. As you can see we are very concern and so should you. Please don't let this continue and put a stop to this. Let us keep our City beautiful and clean.

Sincerely,
Gs Menendez

003295

2/28/00

Dear, Mr President
What's up? I write this letter to you to tell you that I disagree with you about building an airport in Homestead FL. The only reason why I disagree with you is because building this airport will have an attack on Biscayne National Park, Everglades National Park and the Florida Keys Marine Sanctuary. Building this airport will create noise pollution and tons of toxic air to the wildlife everyday. Know what I'm saying. Eventhough I think it's great to have another airport, it'll help MIA, but Florida is running low on a couple of animals and I want to do everything I can to save them. Thank you for taking your time in reading this letter and I hope you understand why I wrote to you.

Sincerly Yours,

003296

2-28-00

Dear President Clinton,

I am a student at Coral Gables Senior high school and, I would like to voice my opinion concerning the new rebuilding of an airport in Homestead. I strongly believe that this should not occur for the following reasons First, it will damage many areas of the Everglades National Park. Not only that park but others such as the Biscayne National Park and the Florida Keys Marine Sanctary.

The Everglades has already been destroyed by various toxins and pollution. Adding an airport will just accumulate to the problem. The toxins exposed will not only damage our breathing space but, it will cause long term effects to the ecology. Many ecosystems may be destroyed by the fact that a new airport might be built. The Everglades and the other parks are wonderful places that may be explored more in depth by scientist. If this new airport is built there may not be anything else to study. Building a new airport will damage our air, noise levels, and other animals surrounding us.

To this end, Mr Clinton, I truly hope that you pay attention to this letter because it is of great importance to me. Thankyou for your attention and patience.

Sincerely,
Sherry Rosales

003297

Dear President [illegible],

I am a concerned [illegible] student attending [illegible] Florida. And I would like to bring your attention of the [illegible] construction of a new airport in [illegible] Miami-Dade South. [illegible] citizens are concerned about the environmental [illegible] of this airport. It will possibly [illegible] our [illegible] such as Biscayne National Park, Everglades National Park, and the Florida Keys Sanctuary. With your help we can preserve our natural parks and prevent further pollution in our paradise.

Sincerely,
[illegible]

003298

February 28, 2000

Dear Mr. President

With you as our president, the welfare and general wellbeing of our community rest within your hands. However, no man can assume God over the rest. Such would lead only to anarchy and disastrous effects. Building an airport over the land of those who don't want it there is toying with the lives of others. It may be but one decision, yet in doing such you rape the ability to chose. And mankind has choice over any action as an born "talent". Yet building this airport would be saying no to the voices spoken by the very same country you sought to drive towards. Freedom. I care not for the Everglades, yet I am a firm believer in choice. Even those who can not voice opinions such as animals. They deserve the same freedom, same rights. I have no love for animals, many are a mere nuissance. Yet they deserve as well as the people to chose. Therefore I ask that you reject the proposal, as it denies the communities choice.

Sean Nicolle
Sean Nicolle

003299

Dear President Clinton:

~~I am~~ My name is Sarah Uddin and I am a student in the ninth grade at Coral Gables Senior High School. I sincerely oppose the ~~preposition~~ idea to construct an airport in the Homestead area in the state of Florida. It is apparent that the ~~toxin~~ innumerable amount of toxins that will be projected from the various operating vehicles at the airport will harm the surrounding environment greatly, retaining a negative effect upon areas such as Biscayne National Park, Everglades National Park, and Florida Keys Marine Sanctuary. All around us we ~~hear~~ learn about global warning daily. How can we maintain a healthy, natural environment when structures that will increase the ~~growth of toxin amount~~ growing amount of toxic wastes lurking in ~~the~~ our natural surroundings are constantly being built? I sincerely hope you take my ~~p~~ perspective into consideration

Sarah Uddin

003300

To President Clinton,

Hello, I am a student at a local highschool in Miami, Florida and I am 100% against the idea of building an airport in Homestead. I'll admit, there are some advantages, like less people at Miami International Airport.

If you decide to build the airport you are going to put animals and humans in danger. Approximately ten (10) miles away from the expected site of the airport are animal sanctuaries, such as the Biscayne National Park, Everglades National Park and the Florida Keys Marine Sanctuary. You will be harming the animals by the noise pollution, the air pollution and by bringing more car traffic to the area. From what I remember, a couple of years ago, we had a huge problem with our ozone layer, as we still do. By bringing the airport into the area you will also be bringing seven (7) tons of pollution each day, causing the decay of our ozone layer and playing around with the animals health. Thank you.

Sincerely,
Lisette Rodriguez
Lisette Rodriguez

003301

Feb 29, 2000

President Clinton,

My history teacher has just informed most of plant to build an airport in the Homestead area. I am a South Florida recipient and am ecologically interested. The results of constructing * and having this airport can be hazardous to the environment surrounding the designated site as the Biscayne National Park, Everglades Natural Park, and the Florida Keys Marine Sanctuary. The intoxication they will receive can disturb the ecological balance. These environments are sacred to the state of Florida and struggle enough as it is. I don't think they can take seven tons of foul pollutants that they'll be receiving everyday if the airport is built. I wish that you please reconsider this move.

Thank you,

Arijit Martinez

003302

Dear Mr. Clinton,

February 28, 2000

I do not agree with the proposal at hand. I think that the world is screwed up enough. Hardly anyone does anything about the pollution. They talk about doing something about it, but yet they do nothing. I think that Homestead thinks it's going to progress. But I don't think it will. Have endangering wild animals. Is this just another way to kill them, and keep the land? Because that's what's going to happen if you put that airport there. Besides that if the pollution doesn't kill them the noise sure will. Do you know how close it's going to be? If people don't deserve that what makes you think animals do? Because I'm one of those people that think, and know for a fact that animals are nicer than any human being. And they are more considerate. And besides that they can just use the Miami airport or the one in Ft. Lauderdale. They are not that far. And all this time we've spent trying to save the everglades. And now we have no chance at all. Thank you for taking the time to hear our opinion. The people, me, really do appreciate it.

Sincerely yours,
Aida Iglesias

003303

2-29-00

Dear Mr. President,

I would appreciate it if you would take some time to read my letter to you. I'm in the ninth grade and I attend Coral Gables High School in Miami, Florida. I understand that Comercial Developers want to build an airport near Homestead, Florida. This airport is suppose to clear up alot of confusion that is at Miami International Airport. I strongly believe building this airport is a bad idea, the airport will ruin much of Florida's wildlife. The airport will greatly affect the following areas. Biscayne National Park, Everglades National Park, Florida Keys Marine Sanctuary, and Biscayne Bay. I hope you will think about what I have written to you and I hope you will reconsider the event at hand. Thank you,

Ramzy Neji

003304

2-29-00

Dear President Bill Clinton,

I am a resident of Miami, Florida. I am frustrated that there are plans in maybe building an airport in Homestead. How can that be done? Is the United States always trying to preserve and respect nature and the national parks. I think they are. Are you and everyone else who supports this idea, aware that the Biscayne National Park, Everglades National Park and two other preserved areas around where the airport is to be built. What shall happen to all the animals and plants that live there? Die, of course, thanks to the pollution from the airplanes. In conclusion, in order to relieve air traffic going into MIA, building an airport in Homestead is not going to be a big help towards nature. Please reconsider where to build the airport.

Sincerely,
Marley Galindo
Marley Galindo

003305

Dear Mr. Clinton,

Hello, my name is Michael Rebordo, and I am a student at Coral Gables Sr. High. I am writing this letter in protest of the new plan to rebuild Homestead Airforce base. It would not be used as a military facility, but as a commercial airport. Not only will this absolutely no benefits whatsoever, short of speeding up delay times, but it would have a very harmful effect on the ecosystems here in Florida. Many of the once rare ecosystems in Florida are now mere fractions of what they were due to human development. It would not only effect the local ecosystems, but also the human population. It is estimated that this new airport will release four tons of toxic pollutants per day. Thank you very much

Sincerely,
Michael Rebordo

003306

2-29-00

Dear Mr Bill Clinton

I was recently informed of the building of a new airport by Homestead FL. Around this area where the airport will be built, are National sites which, Florida has been recognized for, such as Biscayne National Park, Everglades National Park, Florida keys Marine sanctuary and also Biscayne Bay. Natural resources are much harder to replace than an airport. over the time, we will see a huge effect on our ecological system and major problems with our surrounding areas. This airport should not be built because we'd rather keep our natural resources undamaged, which if they were damaged it would take years to replace, over building an airport. Thank you for your time.

Thank you,
Natalie [illegible]

003307

2-29-00

Dear Mr. President,

I am concerned about the airport that may be built in Homestead. I am aware that this is for the good of the people, but animals and nature much will be damaged. It is said that the airplanes are expected to leave every minute. Are you aware of how much pain will be dropped? The pilots will fly over Biscayne National Park, Everglades National Park, Florida Keys, Marine sanctuary, and Biscayne Bay. Animals will suffer, some might even be born abnormally due to this pain. This is considered abusive, especially if we can stop this from happening. Thank you for your time in reading this letter.

Sincerely,
Frances Freire
Miami, Fl 33129
55 NW 66 Avenue

003308

Dear Mr. Clinton,
Due to Hurricane Andrew the airport in Homestead Florida, was destroyed. Since the land is not currently in use, there was an idea that there would be a new airport built in the same location. If this airport is built it will do major harm to the natural parks, by emitting deadly pollution into the air. The outcome of this will be the demolishment of the Everglades Biscane National Park, Biscane Bay, Florida Keys Marine Sanctuary, and many other national treasures. These parks have already been subjected to enough torture and pollution. If the new airport is built, it will only furthermorm harm it I understand that Miami International Airport is already crowded, however, think of which is more important crowds, or the environment Please help to keep America a beautifull country

Sincerely,
Danielle Schneider

003309

4447 S.W. 15 ST.
Miami, FL 33134
2/29/00

Dear Mr. President,

I am writing to you about the airport they want to build in Homestead. When I first heard about it I liked the idea because Miami International airport would be less crowded and there would be less delays. After I heard where the planes would be flying over before they landed I lost interest. Those planes would be flying over Biscayne National Park, Everglades National Park, Florida keys Marine sanctuary, and Biscayne Bay. That's a lot of pollution. Thousands visit these places everyday and although it would take time for the pollution to show up it would eventually. It's dangerous for the animals, many of them are on the endangered species list. I just don't agree with this idea. Thank you for taking the time to read this.

Sincerely,
Michele Pino

003310

02/29/00

Dear Mr. Bill Clinton,

I am truly worried about the new airport that you're planning to build. It's not that much the fact that you're going to be wasting money on an airport that's far away from where it's necessary. What worries me is that it's going to be affecting Biscayne National Park, Everglades, Florida Keys Marine Sanctuary, and Biscayne Bay. You're going to cause a lot of damage with so much pollution, it's enough with what we already have. You should think about what's going to happen to the ecosystem. You should also think about if it's a good idea to be doing an airport so far away, instead of doing it closer. Do you really think it's the right area to do an airport?

P.S. if you wish to write back to me my address is
8811 N.W. 13 ST
Miami, FL. 33126

Sincerely,
Tamara Solis.

003311

Dear Mr President,

I think that building an air port in the Everglades would cause tremendous damage to Biscayne and Everglades national parks and also pollute the Florida keys marine santuary's and Biscayne Bay. The long term affects would be devastating; this airport would kill and destroy all wild life in these preserves and give Florida a bad reputation concerning our environments. So I think it is emparrative that you listen to me when I ask of your coaporation on this issue.

sincerely,
David Simonhoff

003312

To Whom it may concern,

I believe that the people who are building this airport are not thinking ~~thro~~ thoroughly. If this airport is built it will create abundant pollution to the following parks:
- Biscayne National Park
- Everglades National Park
- Florida Keys Marine Sanctuary
- Biscayne Bay

Many animals would die and the species might become extinct.
So please consider this letter and try to put a stop in building this airport.

Thank you for your patience,

Carole Dourrez

003313

Dear President Clinton,

I have heard a lot about the decision of building a new airport in Homestead, Florida. I really don't think it would be [illegible] a lot of the Everglades [illegible] and other [illegible] Florida [illegible] [illegible] Please do not [illegible] this airport [illegible]

Sincerely,

[illegible]

003314

Dear Mr. President,

I am in strict opposition of the possible construction of an airport in Homestead, Florida. I am sure you are well aware of this contraversial issue, however I'd like to tell you my stand. As usual, there are pros and cons to any moot topic, although on this one, the cons outweigh the pros.

Murky waters, dark skies, and yet engines roaring isn't exactly my idea of a National Park. The Everglades may not be as picturesque and beautiful as the Tetons and Yellowstone, but it has it's uniqueness. It is home to hundreds of species of birds and aquatic animals. Biscayne Bay, the Everglades, The Miami Circle - all culminate to form our city's history. I feel without one or two of these components, our community is divided.

Mr. Clinton, maybe you disagree with my views, but thank you for hearing my side.

Sincerely,
America's Future
Stephen Mortello

003315

2/29/42K KABOOM!

DEAR MR PRESIDENT CLINTON.
I REALLY DISAPPROVE ABOUT THIS WHOLE IDEA ABOUT THE AIRPORT BEING BUILT BY SOUTH FLORIDA'S EVERGLADES. THE 7 TONNES OF POLLUTION CAUSED BY A PLANE CRASHING HERE MINUTE WILL SHATTER THE ECOLOGY TO YOU ALL THE WAY. I DON'T THINK IT MIGHT NOT BE THAT IMPORTANT BUT TO US DOWN HERE, WE'RE GOINNA MISS THE MANATEES SO PLEASE DISREGARD, THE PERSUASIONS OF THOSE GREEDY BASTARDS THAT WANT TO KILL THE MORE OF HUNDREDS OF HELPLESS, ENDANGERED ANIMALS.

THANK FOR YOUR TIME
CRISTI ALFONSO.

PS. I AM A STUDENT THAT WENT TO CARVER, I WAS THERE WHEN YOU CAME TO VISIT. SAY HI TO YOUR SECRET SERVICE GUYS! & TELL THEM I THINK THEY NEED TO SMILE MORE!
NO AIRPORT!!

CLASS OF 2003!!

003317

President William J. Clinton
White House
1600 Pennsylvania Ave
Washington, D.C. 20500

Re: Opposition to HAFB development as a Cargo Hub.

Dear Mr President,

I am writing to encourage you to oppose Miami-Dade County's proposed development of the Homestead Air Force Base as a Cargo Hub. Uncontrolled growth is killing S. Dade County. Our water supply is in danger from pollution + salt water intrusion. On one side, our is that we still have two (2) relatively pristine National Parks as neighbors, + a rural atmosphere to our South. Development of HAFB as a Cargo hub will force the industrialization of our neighborhoods, and increase traffic. It will cause development in the Keys as well as in Dade County.

All of this is unnecessary - because today jets have a longer range and are more fuel + efficient. S. Fla. no longer is or should be the only gateway to trade with S. America.

Please leave as part of your legacy a S. Fla. that is in tune + governed as the only sub-tropical landscape in the Continental U.S. + a S. Fla that has controlled environmentally sensitive growth.

Sincerely,
Daniel K Donahue
11420 SW 108 Ave
Miami Fl. 33176

003318

Margie DiDomenico
18943 SW 94 Ave
Perrine, Fla 33157

2/28/00 925 GW

Honorable Janet Reno
Attorney General of U.S.
U.S. Dept. of Justice
950 Penn. Ave, NW
Washington, DC

Dear Madam Attorney General,

I do not want an airport in my community. I will be directly affected by it, if it is built on base property. I was shocked at the number (634) flights that will be over the area in a 24 hr. period. I want clean air, beaches + drinking water. I want my grandchildren + great grandchildren to be able to visit Biscayne National Park + the Everglades — and enjoy the outdoors in their own yards without the noise + pollution from 634 planes flying overhead. Where will the homeless be relocated?

In short, I favor the Hoover-Collier plan. It will give us the economic boost we need without destroying our environment.

Margie DiDomenico

003321

2-27-00

Dear President Clinton,

Please protect precious Everglades & Biscayne national parks. Please do not revamp Homestead Air Force Base into a commercial airport - a use that would cause unacceptable, permanent impacts to two of America's treasured national parks as well as the Florida Keys National Marine Sanctuary. Thank you for your support.

Sincerely,
J. Schmidt
Westminster, Co.

003322

The Honorable Bill Clinton
The White House
Washington DC 20500

27 Feb. 2000

Dear Mr. President,

Americans love their national parks. We're grateful that you have chosen to protect more special places. We love and wish to protect our national parks, the diverse wildlife they harbor, and the natural heritage they represent.

South Florida harbors more endangered species than anyone else in the country. Sixty-three threatened and endangered species reside from Kissimmee to Florida's Keys. Many more plant species are threatened by shortsighted development. We don't need more commercial airports in South Florida.

Let the National Park Service take over the former Homestead Air Force Base property. Don't let this land become another commercial airport that will only lead to more degradation of the south Florida landscape and Biscayne and Everglades national parks.

The Dade County commercial airport scheme for south Florida would put an airport on 1,600 acres of marshland that straddles Everglades and Biscayne. Residents and visitors to these national parks would be inundated with decibel levels created by large cargo jets with up to 600 flights per day (1 every five to eight minutes)! Is this an appropriate place to site such a heavy polluting facility? This is a threat to the ecotourism industry of south Florida and is also opposed by Friends of the Everglades, Tropical Audubon Society, and the Isaak Walton League.

Homestead Air Force Base should never have been built in the first place. We have a chance now to right that wrong. Don't let the Miami-Dade County politicians attempt to take a foolhardy idea, and then politicize into an election-year reality. A scheme to bring large cargo jets to arrive and exit within a few miles of S. Florida's two national parks could only be hatched in Miami-Dade. Supporting "heavy industry" development on a strip of land between our national parks while Americans are asked to pay $8 billion to restore the Everglades should be an embarrassment. But Dade County officials don't embarrass easily. They just compromise our values and environment. After watching the Air Force spend millions of dollars to cleanup Military Canal, Dade County officials can't wait to bring their own threat of "heavy industrial" pollution to our national parks system.

This federal land belongs to everyone in America, not just Dade County developers. We vote no to any more airports in south Florida.

Sincerely,
The Gregorys
Alan and Monica Gregory
PO Box 571
Conyngham PA 18219-0571

From "Esco, Jackie" <JEsco@cghs.dade.k12.fl.us> on 02/29/2000 12:32 PM GMT

003323

To "president@whitehouse.gov" <president@Whitehouse.GOV>
cc "vicepresident@whitehouse.gov" <vicepresident@Whitehouse.GOV>
Subject proposed airport in South Dade, Florida

Dear President Clinton,

Please vote against the proposed airport in Homestead, Florida. The Everglades is quickly diminishing and the corrupt politicians in Miami care very little for Miami's environment. My son is a pilot in the Air Force and has flown into Homestead, but I feel more strongly about the ecosystem than for his coming into Miami on a jet.
According to the Sierra Club, 7000 pounds of pollutants a day will fall on the Everglades if this airport goes through.

Help defeat this proposal.

Sincerely,
Jacquelyn Esco
7030 S.W. 114 Street
Miami, Fl 33156

From "Esco, Jackie" <JEsco@cghs.dade.k12.fl.us> on 02/29/2000 12:37 PM GMT

003324

To "president@whitehouse.gov" <president@Whitehouse.GOV>
cc "vicepresident@whitehouse.gov" <vicepresident@Whitehouse.GOV>
Subject New airport at South Dade, Florida (homestead)

<Note: PLEASE REPLY TO: cyderkabellsouth.net>

Dear President William Clinton and staff,
It has been proposed that an extension of a current Air Force base be extended to be part of Miami International Airport over here in Florida. Although I am totally for increased Military presence and increased trade in Florida I am not for the destruction of a very special eco-system. The Everglades. I urge you, we urge you, from course, to vote no on the proposition.

Very sincerely, and a loyal citizen,
Ben L. Calero
4444 NW 7th
Miami, Fl 33199
305-386-0211

From: Michelle Hampton <mhampton@bsc.edu> on 02/29/2000 04:08 PM GMT

003325

To president@Whitehouse.GOV
cc
Subject Everglades National Park

Dear Mr. President,

I want to ask you to protect the Everglades and Biscayne national parks from a proposal to turn HOmestead Air Force Base into a commercial airport. The increased air traffic would increase urban sprawl and pollution. The inhabitants of those parks need a clean and unpressured place to live. With the Endangered Florida Panther and the Endangered Florida Crocodile living in the everglades, I believe that we need to do (or not do!) whatever it takes to ensure their preservation for our children.

Please make sure that these beautiful parks are restored to their original glory by purchasing lands to provide extensive buffers between the parks and the sprawl of Miami and other cities and by returning the natural flow of water to the "river of grass".

You have done so much for nature, but there is always more to be done! Thank you for your commitment to the environment. I among many are grateful.

Sincerely,

Michelle D. Hampton
150 Kelly Creek DRive
Odenville, AL 35120

From: Dee Klein <klein d@mindspring.com> on 03/01/2000 03:42 PM GMT

003326

March 1, 2000

Dear President Clinton

I am writing to ask you to protect the Everglades and Biscayne national parks. Please do not [illegible] ariport. This would cause unacceptable, permanent impact [illegible] of America's treasured national parks as well as the Florida Keys National Marine Sanctuary.

Thank you

Dee Klein
2135 Northfield Ct.
Marietta, GA 30066

March 2, 1900

003328

President William J Clinton
White House,
1600 Pennsylvania Ave ,
Washington, DC 20500

Dear President Clinton

I feel as though you are a pal We are the same age We have a lot in common -- although I am a woman -- we are democrats, and share many of the same views. I always supported you! I admire your wife very much If I lived in New York I would vote for her I wish you could run for another term I would hope that you might do something for us in Florida before you leave office

I am opposed to the Air Force s plan to transfer the former Homestead Air Reserve Base to Dade County for development into a major international airport Please stop this plan from going forward The County gave the project as a NO BID deal to a bunch of home builders smells bad to me!!! But politics down here is not like anywhere else --- pretty corrupt

The impact on adjacent Everglades and Biscayne National Parks would be horrible You might as well put a Home Depot next to the White House --- that is how badly this would fit in I do not want our national parks to be polluted with aircraft noise and other toxins Please do not transfer this federal property for industrial development at the edge of our national parks

The Air Force study also concludes that there is a realistic alternative to the airport, such as developing the site for mixed commercial and residential use, that would create nearly as many jobs and would have significantly less harmful environmental consequences I would support this other plan and I hope that you will too.

The Everglades Biscayne Bay, and the Florida Keys are unique in the US Places for quiet time are so few and hard to find these days I don't have children but people must help the next generations by saving what is left You must help these clowns down here to be stewards of their land

Please ask the Air Force to follow the advice of Interior Secretary Babbitt and EPA Administrator Browner, and follow my wishes and the wishes of most Americans who treasure their national parks. Do not let them put that (Home Depot next to the White House) an airport next to the Everglades

Yours truly,

Nancy Lee
12900 Oleander Road
North Miami, Fl 33181

From Doyne-Bailey <reddfish@bellsouth net> on 02/11/2000 05 56 PM GMT

003330

Please respond to Doyne-Bailey <reddfish@bellsouth net>

To president@Whitehouse GOV
cc
Subject Homestead AFB

Dear President Clinton,

I, Kristi Doyne-Bailey, urge the Clinton/Gore Administration to protect

Everglades and Biscayne National Parks by NOT conveying the former

Homestead Air Force base for commercial aviation or space port uses.

Such uses will cause unacceptable, permanent impacts to two of America's

treasured national parks, as well as the Florida Keys National Marine Sanctuary.

Thank you,
Kristi Doyne-Bailey

628 N W 4th St
Homestead, FL
33030

From Denise Marinau <den-se@worthit com> on 02/11/2000 08 35 PM GMT

003331

To president@Whitehouse.GOV
cc
Subject Homestead commercial property

Denise Marinau
3060 NE 191st Street #207
Aventura, Fl 33180

24 yrs. old.

I want to voice my opinion on why a Homestead commercial airport should not be built There will be an increase in noise pollution, toxins and contaminated water We have got enough of this already If people want to travel by airplane they simple have to travel about 25 miles to Miami International Airport I am in favor of one of the alternative's such as development for mixed commercial and residential use

Thank You.

From Rebecca Heidgerd <rebecca@worthit com> on 02/11/2000 08 49 PM GMT

003332

To President@Whitehouse.GOV
cc
Subject Potential Commercial Airport Base

Dear President Clinton:

My name is Rebecca Heidgerd and I am a staff writer at Recommend Magazine in Miami, Fl I have been a resident in South Florida since birth

I am writing in regards to the potential international airport under consideration for Homestead, Fl. I would like to express my concern for the environmental and property value issues this would bring to the area especially considering one already exists just 30 miles away I urge you, the Air Force and those involved in the decision making process to consider other alternatives, such as the redevelopment of theHomestead base

Thank you,
Rebecca Heidgerd
4363 SW 10th Pl #103
Deerfield Beach, Fl 33442
rebecca@recommend com

003336

February 20, 2000

Dear President Clinton:

I am writing you in concern of a proposal in Florida to turn the abandoned Homestead Air Force Base into an international passenger and cargo airport.

The problem with this is that the Homestead Air Base is only a few miles from both the Biscayne and the Everglades national parks. This revamp will promote sprawl, pollute the air and water, and cause noise pollution. All of this will cause major harm to the inhabitants of these parkes, along with the Florida Keys National Marine Sanctuary.

This conversion is absolutely unacceptable. You have been a very good president for the environment, and I hope you continue that by preventing this airport.

Sincerely,

Ms. Jon Lippen
2921 S. Everett St.
Kennewick, WA 99337

Scalamandre

003337

February 22, 2000

The Honorable William J. Clinton
President of The United States
1600 Pennsylvania Avenue
Washington DC 20500

Dear Mr. President:

We have met several times during our visits to The White House through our mutual friend Kaki Hockersmith.

As a matter of fact, I am the lady that personally designed the Oval Office carpet for you.

Within the last few years you worked with environmentalists, the Department of the Interior, and many organizations to develop an excellent plan to restore the Everglades. The sum of 7.8 billion dollars was committed to this plan, and, as homeowners at the Ocean Reef Club, in Key Largo, we were delighted.

Within one half hour from Key Largo is the Homestead Air Force Base. It lies between two National Parks, Biscayne and Everglades.

The Homestead Base, was one that was designated to close down, keeping only a small facility for our military. Their owner, our Air Force, has decided (with some help from local developers) that it would be in everyone's best interest to give the property to Miami-Dade County, and it would be developed as a commercial airport.

This use would be a disaster for the local National Parks, and thousands of residents are against this proposal.

There are far better plans on the table, which would enhance, not hinder the environment, while bringing thousands of new jobs and businesses to the surrounding communities.

The people need a champion to protect them, Mr. President, perhaps it is you.

Most Sincerely,

Adriana Scalamandre Bitter

003341

Attention: Please! 2-20-2000

I beseech you, President Clinton, to protect our National Parks and stop the commercial airport at Homestead Air Force Base! The threat to our Parks is very sad and scary. not to mention the horible noise and pollution this will bring to all of us who lived in the surrounding area

Respectfully
#306 Harlene Murphy
35303 S.W. 180 AVE
FLORIDA CITY, FLA 33034

003342

February 21, 2000

Charles M Hooker
1660 Middleboro Ave
E. Taunton, MA 02718

Dear President Clinton

I am writing in the hope that you will strongly oppose turning Homestead Air Force Base into a commercial airport. This would cause permanent damage to the Everglades and Biscayne national parks and also the Florida Keys National Marine Sanctuary.

Sincerely,

Charles M Hooker

003343

February 25 2000

Dear Mr President

Do not allow a Commercial airport @ Homestead Air Force Base in South Florida.

The Everglades cannot tolerate further erosion!

Thank you

Mr & Mrs Ken Moss

Ken Moss
11111 NW 35th Dr
Coral Springs, FL 33065-3367
kemoss@gate.net

003345

From "J. Mark Jeter" <jeterjm@gate.net> on 03/02/2000 06 5 PM GMT

To President@Whitehouse GOV
cc
Subject Protection of Everglades and Biscayne National Parks

Hello Sir,

I am writing to ask for your intervention to prevent the construction at Homestead Airforce Base of a major commercial airport that would jeopardize two of our nation's great national parks, the Everlades and Biscayne National Parks. As a resident of South Florida and a user of both of these national treasures, I can attest to the damage that would be done by a massive commercial airport in their midst. The Department of Interior, EPA and National Park Service have each said the airport would damage the natural resources of the parks and they oppose the airport.

These parks each protect habitats not found anywhere else in the US, and must receive every ounce of protection that can be afforded them. Your administration has taken a strong stand on the protection and restoration of the Everglades. Please prevent this unnecessary commercial development from compromising that effort.

Thank you

Mark Jeter
12380 155th Place North
Jupiter, Florida 33478

003346

From Jeff Tober <jtober@pennhort.org> on 03/02/2000 08 47 PM GMT

To president@Whitehouse GOV
cc
Subject No Airport in FLA!!

President Clinton,

I implore you to weigh in strongly against the proposed airport adjoining the Florida Everglades and Biscayne National Park. I know the area and consider it an absolute sin to be considering such a huge, dangerous, loud and obscene development adjoining one of our nation's treasures.

Are they for real?!! Please say NO to the development. It would be a huge environmental feather in your cap.

I thank you

Jeff Tober
128 Sumac St
3f
Philadelphia, PA 19128

003348

From sandigay@bellsouth.net on 03/03/2000 02 18 AM GMT

To President@Whitehouse GOV
cc
Subject Stop the Homestead Airport

Dear President Clinton,

I am a voter in Florida, and I am begging you to stop now this nonsence about
turning Homestead Air Force Base into a commercial airport. This will only serve to trash the environment: specifically, Biscayne National Park and Everglades National Park.
If this is approved, it will set a precedent in this country. No where is a major airport so close to a National Park.

We here in Florida are committed to doing whatever it takes to stop this nonsense and
this airport. I belong to the Sierra Club. I will not vote for Mr Gore unless he takes a stand NOW against the proposed airport.

Sincerely yours,

Sandra G. Fernandez
11860 SW 98 Terrace
Miami, Fl 33186
(305) 271 9279

003349

From Powell Foster <powellf@juno.com> on 03/03/2000 12:31 AM GMT

To president@Whitehouse.GOV
cc
Subject Florida airfield

President William J. Clinton
White House,
1600 Pennsylvania Ave., Washington, DC 20500

Dear President Clinton

Please do not allow a commercial airport on the edge of two of America's most beloved and
imperiled national parks Everglades and Biscayne and the Florida Key National Marine
Sanctuary, containing the continental United States only coral reefs

Sharon and Powell Foster
491 1st ST S # 312
St Petersburg FL 33701

003352

From Eric Levy <elevy1@email.msn.com>, on 02/03/2000 10:42 PM GMT

To President@Whitehouse.GOV
cc
Subject

I'm writing today to express my dissatisfaction with the whole concept of turning Homestead Air Force Base into a Commercial Airport How can you even think of putting a Commercial Airport so close to two National Parks?

Eric Levy
Producetrading.com
954-224-3809
etax 703-922-8320
525 Lakeview Drive
Miami, FL 33140

Sandra Bryant
16861 S.W. 278 Street
Homestead, Florida 33031

003354

February 12, 2000

President William J. Clinton
White House
1600 Pennsylvania Avenue
Washington, D. C. 20500

Re: Homestead Air Force Base Redevelopment

Dear President Clinton,

I am writing this letter to you as a concerned "mother," teacher and resident of the Homestead area. I know you are aware of the above mentioned redevelopment, so I do not need to go into detail as to the plans for a possible commercial airport.

I am writing to express my opinion that this NOT be allowed in this area of Florida. The Redland/Homestead community is unique in many ways. Environmentally it is a haven for animals and plants. The family lifestyle of which all of us are trying to maintain in this small community is-valuable and should not be destroyed as well. I am asking that you please do all that you can to help us!

God Bless you in your decisions and efforts.

Sincerely,

Mrs. Sandra Bryant

- 3 children ages 8, 5, 1½
- 2nd Grade, Redland Elementary School

003355

From Donna M Abramitis <d.abramitis@worldnet.att.net> on 02/20/2000 03:50 PM GMT

To President <President@Whitehouse.GOV>
cc:
Subject Homestead Air Force Base

Dear Mr. Clinton

I am a resident of Miami Shores, Dade County Florida Please do not let the local politicians gain
control of the Homestead Air Force Base and turn it into a commercial airport. The EVERGLADES are far too
important to entrust to these people You need only look at the various forms of corruption which are rampant
all over Dade County You have done a fine and honorable thing in preserving the lands around the Grand
Canyon. Please continue you legacy of good enviorrental works by preserving the EVERGLADES Please do
not allow an airport to be built so close to both Biscayne Bay and the EVERGLADES Be assured, the local
politicians do not have any concern for the enviorrent or leaving a legacy for future generations of Americans
They are only concerned with immediate, short term profit

I sincerely hope that you decide to define your Presidency by making yourself the ENVIORMENTAL
PRESIDENT and used his office to protect as many acres of pristine enviorment as was within you power
Thank you for your attention to this matter W Robert Abramitis 1026 NE 97th Street, Miami Shores, Florida
33138.

003356

From Cathryn & Martin Pokorny <pokorny@dakotacom.net> on 02/21/2000 02 20 AM GMT

To president@Whitehouse GOV
cc
Subject Airport vs. Everglades

Dear Mr President

It has come to my attention through the monthly, Sierra Club newspaper, that you are due to make a final decision on the creation of an international airport at Florida's Homestead Air Force Base in March I would like to ask you to decide against this airport being built

Creation of this airport would place it within a few miles of both Biscayne Bay and the Everglades National Parks Currently there is a campaign underway to help protect Biscayne Bay, the last bay next to which they wish to put this major airport If common sense does not tell you this would adversely effect Biscayne Bay the Everglades and this delicate ecosystem as a whole one only needs to think about the amount of noise air and water pollution ever a small airport can generate, not to mention solid waste

Converting this Air Force Base into a commercial airport would be detrimental to the habitat and unique wildlife which call these national parks home Please help defend a defenseless, precious and irreplaceable environment

Sincerely,

Cathryn Pokorny
2302 E 1st Street
Tucson AZ 85719
(520) 322 0801

003357

From Edelamaza@aol com on 02/22/2000 11 22 PM GMT

To president@Whitehouse GOV
cc
Subject Homestead Air base

I am asking that you oppose the Homestead airforce base to be changed to a commercial air base This site between to national parks and it sits next to a truly one of a kind place I have lived in Miami all my life and believe that we do not need more construction on ground or air traffic near such natural wonders Please take this in to consideration when weighing your support to towards this airport We do not need to endanger our water, bays and natural parks

Thank you
Eduardo DeLamaza
4702 SW 67 avenue O-6
Miami, Florida 33155

003358

From Corporal Newt <keith@thewomb.com> on 02/23/2000 01.38 AM GMT

To: President@Whitehouse GOV
cc
Subject Re-development of the Homestead Airforce Base

22 February 2000

Dear Mr President,

I am writing in regards to the proposed re development of the Homestead Air Force Base I wish to express my dismay over the current proposal to re develop this former Air Force Base into a commerical airport.

Over the past several decades South Florida has experience a huge growth in its population More and more development is occuring in and around the Everglades I feel that this development needs to stop

The Everglades are a national treasure Please consider this perspective. Re development can occur without serious impact on the environment. I believe a commercial airport this close to the Everglades is not only unnecessary but also detrimental to the overall ecosystem of the Everglades

Thank you for your attention to this matter.

Sincerely,

Keith N Graziadei
1360 Collins Ave. Apt #105
Miami Beach, FL 33139

003359

103650 OVERSEAS HWY,
LOT 29
KEY LARGO,
FL. 33037

PRESIDENT W.J. CLINTON,
WASHINGTON, D.C

Feb 28 2000

Dear President Clinton,

We feel you can help the residents of the Florida Keys (people, fish, birds and the whole environment) if you refuse to allow an extension of the Miami Airport to take place at the old Air Force Base in Homestead.

I have lived in the Keys for twenty five years, and have seen the gradual deterioration of this once beautiful paradise.

We feel there are alternatives for the Homestead economy that won't threaten what we have left — as well as the danger to Turkey Point Nuclear plant (which would be a disaster to the whole U.S.)

Thank you sir,
Yours truly,
(AILEEN BERNETTA) Aileen Bernetta

003361

March 2, 2000
[illegible] S.W. 198 Terr.
Miami, FL 33157
(305) 235-5559

President William J. Clinton
The White House
Washington, DC

Dear President Clinton:

My spouse and I live approximately fifteen minutes from the former Homestead Air Force Base. It has been with deep regret that we have listened to so many people who think little of the land use there for purposes other than those that will enhance the environment.

Since my spouse is a military retiree we frequent the reserve base frequently. As we drive through we remember that there was only infrequent airplane traffic as a military facility. The idea of the number of flights proposed is staggering and the danger of its harm on the environment is incredible.

Our beautiful environment in the Everglades has been threatened time and time again by people who are only concerned for making a dollar, not what happens to our fragile earth for the future generations. The Everglades is one of a kind any more danger from man is likely to destroy it forever.

Any influence you have toward halting the idea of a commercial airport in Homestead will be appreciated.

Sincerely,

Frances W. Monson

Frances W. Monson

P. S. We have appreciated your service to American while you have been in office. May God Bless You.

003362

C

March 2, 2000

President Clinton
White House
Washington, DC 20500

Dear Mr Clinton,

I am writing to urge you to protect the Everglades and Biscayne national parks in Florida. Please do NOT allow Homestead Air Force base to be converted into a commercial airport. An airport in that location would have very damaging effects to both parks as well as the Florida Keys National Marine Sanctuary.

Thank you for your consideration and support of my viewpoint.

Sincerely,

Fran Gleastara
75 Groveland
Riverside, Il. 60546

003363

228 N. Middleton
Palatine, Illinois 60067
March 2, 2000

President Bill Clinton
The White House
1600 Pennsylvania Ave., N.W.
Washington, D.C. 20500

re: Homestead Air Force Base

Dear President Clinton:

Please do no revamp Homestead Air Force Base into a commercial airport. A commercial airport will have many adverse impacts such as noise, water, and air pollution, on Everglades National Park, Biscayne National Park and on the Florida Keys National Marine Sanctuary.

Sincerely,

Nancy J. Wedow

Nancy J. Wedow

003365 3/3/00

President William Clinton
White House,
1600 Pennsylvania Avenue
Washington, DC 20500

Dear President Clinton,

I am writing to express my strong opposition to the Air Force plan to transfer the former Homestead Air Force Base [illegible] for development into a [illegible] airport. I [illegible] you to stop this plan and protect the Everglades. The Everglades, Biscayne Bay, and the Florida Keys are more valuable to the United States than would be [illegible] [illegible] the Air Force to [illegible] the [illegible] of Interior Secretary Babbitt, EPA [illegible] Browner. Abandon the [illegible] plan & protect our [illegible] parks.

Sincerely,

[illegible]
[illegible]
Claremont, CA 91711

003366

From Carol Willis <williccb@medcs ufl edu> on 03/06/2000 01 29 PM GMT

To President@Whitehouse GOV
cc
Subject Oppose Homestead Airport

Dear President Clinton
Please oppose the proposed Homestead Airport, which would be only 1 and 1/2 miles from Biscayne Park
I understand both Bruce Babbitt and Carol Browner oppose this airport
It would not only cause a lot of noise for visitors to both the Everglades and Biscayne Bay, but also cause a great deal of air pollution from the exhaust that would have a negative impact on the birds, fish and plant life of the delicate Everglades
Thank you
Carol B. Willis
3626 S W 19 St.
Gainesville, FL 32608

003367

From "William H Cutler" <billcutler@compuserve.com> on 03/06/2000 08 06 PM GMT

To Bill Clinton <president@Whitehouse.GOV>
cc
Subject Stop Airport in Florida

Dear President Clinton

I just heard about Air Force plans to build a huge cargo airport in Florida that will threaten the Everglades and Biscayne Park. Please don't let this happen

Regards,
William H Cutler
Audrey E Cutler
506 Stucks Point Dr
Chapin, SC 29036

003368

From Zoey79@aol.com on 03/07/2000 01.23 AM GMT

To President@Whitehouse GOV
cc:
Subject Biscayne National Park

Dear Mr President,

I am gravely concerned about the environmental destruction that will most surely be caused by the Air Force's proposed transfer of the Homestead Air Reserve Base in Florida to Miami-Dade County for development of a large commercial airport I strongly believe that this development will cause unacceptable amounts of noise and air pollution to this area

The alternative proposals for the development of the base include a mixed commercial and residential plan that would be far more compatible with the adjacent national parks, while still providing an economic boost to the local area. Also, there appears to be alternative sites for the additional commercial airport capacity in South Florida.

I urge you to consider the alternatives to the commercial airport option so we may preserve the unique environmental treasure to the Biscayne and Everglades National Parks

In advance, I thanx you for your time and consideration

Sincerely,

Theresa Vaughn
19910 W. 113th Terrace
Olathe, KS 66061

003373

From. "Robert Becerra, Esq " <cbcharon@aol com> on 02/03/2000 08 56 PM GMT
Please respond to "Robert Becerra Esq " <cbcharon@aol com>

To president@Whitehouse GOV
cc.
Subject Proposed airport for Homestead Florida Air Reserve Base

[Connection Information]

CLIENT 207.31 114 175[207 31 114.175]
BROWSER. Mozilla/4 0 (compatible, MSIE 5 0, MSN 2 5, Windows 98, DigExt)
URL: http://www whitehouse.gov/WH/Mail/html/Mail_President html

[Sender Information]

PERSONAL-NAME: Robert Becerra, Esq
EMAIL-ADDRESS. cbcharon@aol com
ORGANIZATION·
RELATIONSHIP·
STREET-ADDRESS 7116 S W 48th Lane
CITY Miami
STATE PROVINCE: Florida
ZIP-CODE. 33155
COUNTRY usa

[Message Information]

PURPOSE No Answer
TOPIC Transportation
AFFILIATION Private Citizen
SUBJECT Proposed airport for Homestead Florida Air Reserve Base

[Message]

Dear Mr President
I am a resident of Miami, Florida I would like to inform you that in my opinion when the U.S. Air Force turns over Homestead Air Reserve Base to Miami-Dade County, it should not be permitted to be developed into a commercial airport. the base is located within close proximity to two national parks, and such proximity would be damaging to those parks' ecosystems There are alternative commercial activities that can take place at the base which would not be deleterious to the parks

I request that you turn down, or order the U S Air Force to turn down, any proposal to convert the base to a commercial airport I support the Sierra Club's position regarding this issue

003374

From Monroe Neustein <monroe@freewwweb.com> on 02/04/2000 03:24 AM GMT
Please respond to Monroe Neustein <monroe@freewwweb.com>

To president@Whitehouse.GOV
cc
Subject Usage of Homestead Air Force Base

[Connection Information]

CLIENT 216.70.73.1 (216.70.73.1)
BROWSER Mozilla/4.6 [en] (Win98; I)
URL http://www.whitehouse.gov/WH/Mail/ctrl-Mail_President.html

[Sender Information]

PERSONAL NAME Monroe Neustein
EMAIL ADDRESS monroe@freewwweb.com
ORGANIZATION
RELATIONSHIP
STREET ADDRESS 9735 SW 216th Street
CITY Miami
STATE/PROVINCE FL
ZIP/POSTCODE 33190
COUNTRY USA

[Message Information]

PURPOSE Other
TOPIC Environment
AFFILIATION Other
SUBJECT Usage of Homestead Air Force Base

[Message]

Dear Mr. President: The issue of converting Homestead Air Force Base into a commerical air field is one on which my family and I have a strong opinion. It would be the worst thing that could happen to the fragile environment of South Florida's Everglades and Biscayne National Park. Even though an additional airport is needed in Miami-Dade County one in that area would have a negitive impact on the balance of commerce in the agricultural region of South Dade County. Your administration has prided itself on environmental issues. I cannot believe the legacy of this administration would be to destory one of the most beautiful and fragile areas of our country. Sincerely, Monroe L. Neustein

003376

From Doug Mayberry <dougmayberry@msn.com> on 02/06/2000 01:10 AM GMT

To President@Whitehouse.GOV
cc
Subject Homestead Air Force Base - Opposed to Airport

Dear President Clinton,

I wanted to let you know that I am opposed to the use of the Homestead Air Force Base as a commercial airport. It not only is bad for the rare and sensitive environmental areas around it (Everglades, Florida Keys Marine Sanctuary and Reef) but is a bad location that will result in longer drives for people than the existing Miami airports. This will have a terrible impact on the environment in so many ways.

Thank you for your kind consideration (and for doing such a great job the past 7 years).

Doug Mayberry
1010 Varela Street, #1
Key West, FL 33040
(305) 296-7966

P.S. We hope you will accept Mayor Weekly's invitation to visit us here in Key West soon. I'm a native Arkansan (born and raised in Pine Bluff) living in Key West for five years. I'm also on the host committee for Tipper Gore's visit to Key West next week.

Doug Mayberry, Realtor
The Real Estate Company of Key West, Inc.
301 Simonton Street, Key West, FL 33040
office (305) 296-0011,ext. 21 fax (305) 296-9897
home (305) 296-7966 cell (305) 304-3267
email dougmayberry@msn.com <mailto:dougmayberry@msn.com>
----
see all of the listings in the Florida Keys on our web site
http://dougmayberry.com/ <http://dougmayberry.com/>.

winmail.dat

003377

From Jean & Geoff Lee <jg17@earthlink.net> on 02/06/2000 02:08 PM GMT

To president@Whitehouse.GOV
cc
Subject Homestead Commercial Airport

Dear Mr. President,

I strongly urge you to put a stop to the idea of having a commercial airport at Homestead Air Force Base. This is clearly not an environmentally sound decision. There are other airports in Dade County which could be expanded, not to mention the fact that Miami International Airport could use an administrative overhaul and be made considerably more efficient. I have been through much busier airports than this that handle a lot more traffic. Please put an end to this absurd and damaging idea.

Sincerely,

Jean & Geoffrey Lee
30 N.W. 100 Terrace
Miami Shores, FL 33150

003379

February 12, 2000.

Mr. William J. Clinton
The White House
Washington, D.C.20500.

Dear mister President:

We, voters of Cuban heritage and registered Democrats, urge you to carefully consider development alternatives to the destructive project for a commercial airport in the former Homestead Air Base. These alternatives will create almost equal number of jobs without destroying environmental and community values.

Please pay your attention to this matter and decide then in favor of life and environment.

Respectfully yours,

Jose A. Cobo

Aixa Cobo

003380

From CAR198@AOL COM on 02/14/2000 04 40 AM GMT

To president@Whitehouse GOV
cc
Subject PROPOSED HOMESTEAD AIRPORT

From
CARLOS NAVARRO
14450 SW 285 ST
HOMESTEAD, FL 33033

President Clinton

I would like to inform you that I m against the planned Homestead commercial airport and in favor of one of the alternatives I feel that an airport in my back yard is a disaster to our community and our surrounding ecosystem

Sincerely

CARLOS NAVARRO

003382

From BonitaH2o@aol.com on 02/02/2000 03 40 AM GMT

To president@Whitehouse GOV
cc
Subject Homestead Air Force Base

From
Bonita Harkress
28006 SW 140 Ct
Homestead, Fl 33033

President Clinton

Please research the plans for turning the base over to Miami-Dade County very carefully. Please look into the Wetland Project as it is environmentally sound and something good for the community, now and for the future Don't let the corrupt elected officials turn my home in to a commercial airport, they already have one they can't run Save the Everglades and my home Thank-you

Sincerely,

Bonita Harkness

003384

From Charles Baron <ainochas@bellsouth net> on 02/04/2000 04 16 AM GMT

To president@Whitehouse GOV
cc
Subject Homestead Air Force Base

Dear President Clinton

Please do everything in your power to prevent Homestead Air Force Base from becoming a major commercial airport I live in Miami-Dade County, Florida and am concerned about the irreversible damage such an airport may cause in that area. The Everglades has already suffered from human intervention; let's not have damage it further

Charles Baron
17890 W Dixie Hwy., Apt 317
N Miami Beach, FL 33160
ainochas@bellsouth net

003385

Feb 6, 2000

Dear President Clinton,

The proposed Homestead commercial airport will have over 230,000 operations every year or almost one flight a minute during the day. And that's all before the planned second runway is constructed. The airport would be just 2 miles from Biscayne National Park & 10 miles from Everglades National Park. Never before has a commercial airport this scale been built so close to one, let alone two, national parks, to say nothing about the largest marine sanctuary in the country, Florida Keys National Marine Sanctuary, just 10 miles to the south. Filled with the noise of the jets overhead, toxic air emissions (7 tons a day, according to a recent Air Force study) and water pollution, Biscayne & Everglades National Parks will simply cease to exist as we know & enjoy them. Other alternatives for the Homestead base's redevelopment, such as for mixed commercial and residential use, hold out the promise of both jobs and environmental protection. I urge you to take these other alternatives. Save our National Parks!

Marjorie Carraro

Mrs. Marjorie Carraro
70 E 7th St Apt 714
Hialeah, FL 33010

003386

From Constantina Economou <ceconomo@us prac e com> on 02/07/2000 04 17 AM GMT

To president@Whitehouse GOV
cc
Subject Protect the Everglades from proposed airport

A U S Air Force draft environmental impact statement (EIS) has concluded that a proposed
airport in Homestead, Florida, would have a devastating effect on adjacent Everglades and Biscayne National Park. With one flight almost every minute, the parks would be filled with airplane noise, the airport

would emit seven tons of toxic air pollutants every day into the pristine Everglades air, and lead and other hazardous chemicals would wash into the tropical waters of Biscayne Bay.

Please protect this crown jewel of our National Park system

Constantina Economou
10 Panoramic Way
Berkeley, CA 94704

. ceconomo vcf

003388

From SoFlaJules@aol com on 02/23/2000 12 54 AM GMT

To President@Whitehouse GOV
cc
Subject Homestead Base Development

To whatever extent the Federal government can block current plans to convert the former Homestead Airforce base to a commercial airport it must do so Biscayne National Park and Everglades National Parks are treasures that Floridians value highly A commercial airport between the two parks will spell disaster for both No matter how many assurances are given, experience has taught us that once commercialization is unleashed it is not easily controlled

We do not have the luxury of being wrong any more Please take whatever steps are necessary so that my children may some day still enjoy a peaceful trip through Biscayne National Park or a silent canoe ride through the Everglades without the whistle of a jetliner overhead the glare of a runway in the distance, or the smog from a traffic jam

Julio C Jaramillo
820 Obispo Ave
Coral Gables, FL 33134
305-381 9500

003389

From: Woolars7@aol com on 02/24/2000 02.26 AM GMT

To president@Whitehouse GOV
cc:
Subject: Homestead Air Force Base

President Clinton. I am writing to you to let you know my opposition to the proposed commercial airport at the former Homestead Air Force Base.
1 There is no need for another airport in the South Florida area
2 It will reduce my quality of life and the value of my home
3 The most important reason is the detrimental effect it will have on the wildlife and the habitat in the Everglades.
Please do not allow this travesty to occur. We need to keep the Everglades as pristine as possible and the one way to assure this is to cancel any plans for this airport. I would appreciate your support on this issue. Sincerely Yours, Elizabeth A Bradley 10007 SW 222 St. Miami, FL 33190

From makewaves55@webtv net on 02/24/2000 03 01 AM GMT

003390

To President@Whitehouse GOV
cc.
Subject Polans for airport in Miami-Dade Co of Florida

Please use your executive power to alert Bruce Babbitt so plans for an international airport in Florida which would be close to FOUR NATIONAL PARKS will be STOPPED No public input has been gilven An environmental impact statement is needed. Some developers want to make money and perhaps Miami-Dade County...We must protect those parks Thank you Margaret Wegs 310 S Harrison St.,Apt 910, Saginaw < MI 48602

003394

February 24,2000

President Bill Clinton
White House
1600 Pennsylvania Ave.
Washington, DC. 20500

Mr. President:

Please do not allow Homestead AF Base to become a Commercial Airport. By allowing it to become an airport it will pollute three of America's Treasures, The Florida Keys National Marine Sanctuary, The Biscayne National Park, and The Everglades National Park.

The Commercial Airport with much more traffic than an Air Force Base will add a much greater amount of Air Pollution and Noise which will effect the Wildlife. Also the rain will wash all the unburned jet fuel and other chemicals, and the rubber from the skid marks off the airport in to the water, which will harm the wildlife and destroy the parks.

Thank you
Richard W. Wainer
Richard W. Wainer Sr.
2204 Dunbar Ave.
Melbourne, Fl. 32901-5208

003395

24 White Cliff Dr.
Durango, CO. 81301
Feb. 28, 2000

Dear President Clinton,

Please protect our precious Everglades and Biscayne national parks. I urge you not to revamp Homestead Air Force Base into a commercial airport. That is a use that would cause permanent and unacceptable impacts on the two national parks, as well as the Florida Keys National Marine Sanctuary.

Thank you for helping to preserve the natural wonder of our world for future generations.

Sincerely,
Eileen Musia

003396

1545 SW 2 Street
Miami FL 33135
February 28 2000

President William J Clinton
The White House
Washington DC 20500

Dear President Clinton,

As a lifelong Democrat, a DNC member, and your supporter, I would like you to know that I am in agreement with the Sierra Club in opposing the building of a major airport at the site of the former Homestead Air Force Base.

There are many reasons for not building an airport there, as you are well aware. My personal view is that its location, between 2 national parks, will negatively impact the quality of the parks as an inheritance for our children and our children's children.

Yours sincerely,
Thomas L. Pelton
Nellie B. Pelton

003397

From: "Nicole C Kibert" <nck@ufl.edu> on 02/29/2000 02:26 AM GMT

To: president@Whitehouse.GOV
cc:
Subject: Proposed Airport in Homestead, Florida

Dear Mr. President:

I am writing to express my extreme opposition to the proposed commercial airport at Homestead, Florida. Despite what the SEIS had to say, I still see far too many problems with the proposal.

First, it would be located only 1.5 miles from Biscayne National Park and 8.5 miles from Everglades National Park, making it the closest major commercial airport to a national park anywhere in the United States.

Secondly, the airport would carry more than 230,000 flights in its first phase. This equals one every minute during daylight hours at low altitudes directly over both parks. Visitors would be inundated continuously with high pitch blasts of engine turbines, rained upon by soot, and ask where is the wildlife that they have traveled thousands of miles to enjoy. SEIS methodology for estimating noise pollution is inadequate and biased by FAA methodology.

In addition, the wildlife would encounter their own problems: polluted water, loss of habitat and the continuous potential for collisions with oncoming planes. The offshore coral reefs would be threatened by the airport's runoff (Military canal has recently been targeted by your Administration as eligible for Superfund status.)

The airport and the secondary development it would bring would cripple the economy of the Florida Keys, which is completely dependent on ecotourism dollars, and threaten agriculture in southern Miami-Dade County.

This airport would set a dangerous precedent. Would we replace the roars of Yosemite's waterfalls with the roar of jets overhead? Would we interrupt the peace and wonder of the Great Smoky Mountains with airplanes screaming by? It is equally ridiculous to replace the heron's cries in Biscayne and the Everglades with the howls of Homestead's jets.

The proposed Homestead Airport will irreparably harm the unique beauty and pristine nature of Everglades and Biscayne National Parks. Both your Secretary of the Interior and Environmental Protection Agency Administrator have already spoken against the airport and its devastating consequences.

The $7.8 billion plan to restore the Everglades cannot accommodate an

airport that would irreparably harm the Everglades and Biscayne National Parks. There is no logic in creating a major new threat to these crown jewels, especially when there are alternatives that could provide jobs without harming the national parks.

Your administration is currently making huge strides to protect America's natural heritage and leave a strong environmental legacy, and we thank you. But now it is time for you to stand up to protect these parks.

As a student, I hope that my children will be able to see the unspoiled wilderness that I enjoy. As a citizen, I call on you to stop this airport.

Sincerely,
Nicole C. Kibert - Greening UF Coordinator
PAC 101, PO BOX 115701,
Gainesville, Fl 32611 5703
v. 352 392 6755 f. 352 392 9606
www.bcn.ufl.edu/sustainable

If we do not change our direction, we are likely to end up where we are headed.

From: Bonnie Wilpon <bonnpon@att.net> on 03/01/2000 10:05 PM GMT

003399

Please respond to Bonnie Wilpon <bonnpon@att.net>

To: president@Whitehouse.GOV
cc:
Subject: Stop the Airport in the Florida Everglades!!

[Connection Information]

CLIENT:	12.77.138.75[12.77.138.75]
BROWSER:	Mozilla/4.5 [en]C-WN95 0 (Win95; I)
URL:	http://www.whitehouse.gov/WH/Mail/html/Mail_President.htm.

[Sender Information]

PERSONAL-NAME:	Bonnie Wilpon
EMAIL ADDRESS:	bonnpon@att.net
ORGANIZATION:	
RELATIONSHIP	
STREET ADDRESS	6909 Lake View Court
CITY:	Tampa
STATE-PROVINCE	FL
ZIP CODE:	33634
COUNTRY:	USA

[Message Information]

PURPOSE	Other
TOPIC	Environment
AFFILIATION:	Private Citizen
SUBJECT:	Stop the Airport in the Florida Everglades!!

[Message]

I was dismayed to hear that the U.S. Air Force is considering moving ahead with plans for a huge

commercial airport at the very edge of the Florida Everglades! And this, despite its own recently released studies showing that the airport could cause

serious harm to adjacent Everglades and Biscayne National Parks.

Restoring the Everglades is a cornerstone of the national environmental agenda to be considered in this session of Congress. The proposed Homestead airport is totally incompatible with plans to restore the Everglades and is an affront to common sense.

If allowed, the Homestead Airport would be the closest major commercial airport to a national park in the United States. It would be just 1.5 miles from Biscayne National Park, 8.5 miles from Everglades National Park and 10 miles from the Florida Keys National Marine Sanctuary. It would host more than 230,000 flights per year in its first phase (about the size of the San Diego airport). This would be about an average of a plane every minute during daylight hours at low altitudes directly over both parks and the Sanctuary.

Park visitors would be constantly bombarded by the high pitch blasts of engine turbines. There would be extensive damage to the coral reefs in Biscayne National Park and the Florida Keys Marine Sanctuary. Fish, mammals and birds in the parks and refuges would be threatened by airport runoff and fuel dumping as well as by secondary development that would accompany the airport.

With one flight almost every minute, the airport and surrounding development would emit seven tons of toxic pollutants into the air every day. Lead and other hazardous chemicals would wash into the tropical waters of Biscayne Bay. The parks would be filled with

airplane noise, and industrial sprawl spurred by the airport in South Florida's last significant swath of open space would reach virtually to the parks' borders.

If this airport is allowed on the edge of Everglades and Biscayne National Parks and the Florida Keys National Marine Sanctuary, no national park from Yosemite to the Great Smoky Mountains, will be

safe.

The White House has not stepped in to stop the Homestead airport project. With the White House failing to make its intentions known, it is essential that citizens who are concerned about this mega-development on the doorstep of an area of unique natural area voice their opinions.

Despite the evidence of its own study and the opinions of Interior secretary Bruce Babbitt and EPA administrator Carol Browner, both of whom recently denounced the airport proposal, the Air Force continues

to consider the commercial airport as the primary alternative for developing the site. An alliance of South Florida politicians and developers has been relentless in promoting the airport plan, even

hiring one of Washington's biggest lobbying firms to sneak a clause into a congressional spending bill that would have immediately transferred the base to the developers (the clause was removed before the bill passed).

Those of us who live in - and love - the State of Florida want very much to retain as much natural beauty as possible for our children and our children's children.

Please do what you can to stop this development.

Thank you

Bonnie Wilpon, Tampa, FL

003401

From Marion Ehlers <wmehlers@aol com> on 03/06/2000 01 41 PM GMT
Please respond to Marion Ehlers <wmehlers@aol com>

To president@Whitehouse GOV
cc
Subject: Stop destroying our natural resources

[Connection Information]

CLIENT: 205 188.193 37[205 188.193.37]
BROWSER Mozilla/4 0 (compatible, MSIE 5 0, AOL 5 0, Windows 95, DigExt)
URL http //www whitehouse gov/WH/Mail/html/Mail President html

[Sender Information]

PERSONAL-NAME Marion Ehlers
EMAIL-ADDRESS wmehlers@aol com
ORGANIZATION
RELATIONSHIP
STREET-ADDRESS: 375 Sherwood Forest Drive
CITY Delray Beach
STATE PROVINCE Florida
ZIP CODE 33445
COUNTRY USA

[Message Information]

PURPOSE Offer neutral commentary, advice, or a suggestion
TOPIC No Answer
AFFILIATION Private Citizen
SUBJECT Stop destroying our natural resources

[Message]

Please do not allow the Air Force to make a commercial airport at Homestead Airport

We all need to work together to restore the Everglades and not to destroy them

Everyone of us prospers when we choose life The Everglades must live so we can live

Please stop the Air Force

Thank you

003402

From sbecker@umiami ir miami edu on 02/19/2000 10:02 PM GMT

To President@Whitehouse.GOV
cc:
Subject. Everglades

Dear President Clinton

Please save our Everglades, the most important part of South Florida Our neighborhood is being threatened by a proposed Homestead commercial airport. The precious animal and plant populations are already in danger and the airport would make things worse for everyone concerned I trust that you will help us keep the airport from being built Thank you.

Sincerely,

Susan Kelly Becker, Ph.D.
Psychologist
South Miami Hospital, Child Development Center
Adjunct Assistant Professor, University of Miami, School of Education

003403

Michael Paul Jr.
438 N.E 165 st.
Miami, Fl. 33162
2/25/00

Dear Mr. Clinton,

I believe that the commercial airport at Homestead Air Force Base should be stopped. Continuing with this may cause environmental problems for starters, the exhaust fumes protruding from the planes may cause air pollution in the area. There will also be a lot of noise from the planes. This is unbelievable! How can an airport be between two national parks (Everglades & Biscayne). All the disadvantages of an airport will cause the animals and endangered species of those two parks to leave their habitats or be exposed to an unhealthy environment. Instead of protecting our parks, we are destroying them. Please reconsider this action.

Sincerely,

Michael Paul

003404

President William J. Clinton
The White House
Washington, DC 20050

I am writing to ask you to please oppose the plan to convert the Homestead Air Reserve Base to Dade County for development into a major international airport

If allowed this airport would be the closest commercial airport to a national park in the U.S. Please do not start a trend - this will be a major step backward in conservation. The airport would be 1.5 mile from Biscayne National Park, 8.5 miles from Everglades National Park and 10 miles from the Florida Keys National Marine Sanctuary. 230,000 flights would go out the first year, an average of 1 plane per minute!

The Organic Act - established in 1916 - states that National Parks must protect + preserve natural areas for the animal + plants within + for the enjoyment of all, for future generations. → 1 plane a minute - that is a major conflict of interest. The noise pollution would destroy any semblance of peace these areas may still have — already the sound of cars in the distance can be heard.

These parks get millions of visitors from the U.S. and countries around the globe - Millions of $ $ $ $ $ are brought into these areas due to the beautiful creatures that can still be seen in them. If $ $ $ $ - as always, is the bottom line - think about the $ $ given to this area due to tourism. Hotels, restaurants, air boat tours, boat charters, swimming, dolphins, gas stations, outlet malls → Tourists spend $. — We have alternatives - lets not drive the tourists away. Most importantly let's preserve the peace & quiet in these parks.

Jaclyn Dostourian — Homestead Resident.

Jaclyn Dostourian

003405

2-26-00

Dear President Clinton,

I am writing to urge you not to support turning Homestead Air Force Base into a commercial airport. I believe a commercial airport in that location would cause unacceptable, permanent impacts to Biscayne and Everglades national parks as well as the Florida Keys National Marine Sanctuary. This area is already burdened by tourism and served by three major airports - PBI, FLL and MIA. I appreciate the legislation that you and Vice President Gore have supported to protect the Everglades and I fear that a commercial airport in this instance would be a tremendous setback. Please do all you can to continue to support these national treasures.

Sincerely,

Colleen O Connell
1209 Riverside Dr N
Hudson, WI 54016

From Wayne Anderson <wanders@email.unc.edu> on 03/03/2000 09:56 PM GMT

003409

To president@Whitehouse.GOV
cc
Subject: Opposition to Homestead Airport for commercial traffic

Dear President Clinton,

I am opposed to the use of the former Homestead Air Force Base as a commercial airport. Please do what you can to stop the proposed plans for using the base as an airport. I value the parks immediately around the base and the Everglades and do not want the noise or air pollution that commercial traffic entails.

Wayne Anderson
1105 Wren Tree Circle
Sanford, NC 27330
(919) 718-6602

att1.htm

From: Richard Poole <poolbrow@gdi.com> on 03/04/2000 01:52 AM GMT

003411

Please respond to Richard Poole <poolbrow@gdi.com>

To: president@Whitehouse.GOV
cc:
Subject: Airport near Everglades

[Connection Information]

CLIENT: 209.26.54.33 [209.26.54.33]
BROWSER: Mozilla/4.7 [en] (Win98; U)
URL: http://www.whitehouse.gov/WH/Mail/html/Mail_President.html

[Sender Information]

PERSONAL-NAME: Richard Poole
EMAIL-ADDRESS: poolbrow@gdi.com
ORGANIZATION:
RELATIONSHIP:
STREET-ADDRESS: 1435 Oak Place #B
CITY: Apopka
STATE-PROVINCE: FL
ZIP CODE: 32712-2093
COUNTRY:

[Message Information]

PURPOSE: Offer neutral commentary, advice, or a suggestion
TOPIC: Environment
AFFILIATION: No Answer
SUBJECT: Airport near Everglades

[Message]

Please do not allow an airport near the Evergaldes, Florida Keys and Biscayne Bay.

There have been too many wasted extravaganzas in Florida and we are now paying the price to rectify the harm. For example

1 Cross Florida Barge Canal 2. Lake Apopka muck farms 3. Kissimmee Ditch, nee Kissimmee River 4. Everglades Drainage.

Please do not add another to this infamous list

003412

From Don Johnston & Cynthia Weeks <parallax@wolfenet.com> on 03/05/2000 04:01 AM GMT

To. president@Whitehouse.GOV
cc
Subject: No commercial airport at Homestead Air Force Base

March 3, 2000

Dear President Clinton,

We are writing to request that you protect Everglades and Biscayne National Parks. Specifically, this means to not revamp Homestead Air Force Base into a commercial airport. A commercial airport there would cause unacceptable, permanent impacts to both of these parks as well as to the Florida Keys National Marine Sanctuary.

Thank you for your time and consideration

Sincerely,

Cynthia Weeks and Don Johnston
1758 Dexter Avenue N, #8
Seattle, WA 98109

att1.htm

003413

February 22, 2000

President William J. Clinton
White House
1600 Pennsylvania Avenue
Washington, D.C. 20500,

Dear President Clinton

Attached is a letter that my husband and I have sent to the Homestead SEIS, AFBCA/EX regarding the redevelopment of Homestead Air Force Base, Florida. We are very concerned with the proposed airport that Miami-Dade County is adamant to place at that site. I realize that you are at the end of your term as President but feel that you have been a friend to the environment. I am hoping that you can take a stand on this issue to benefit the environment. The Biscayne and Everglades National Parks are unique, natural habitats. We hope to preserve that as much as possible and feel that if the proposed airport is placed at that site, the beauty of the nature and the wildlife residing in those parks will be destroyed. I hope that you can take some time and read this letter and help us preserve what little nature we have left down here in South Dade

Thank you for some of your attention during your busy schedule

Sincerely,

Kimberly Groome

Kimberly Groome
9824 SW 195 Street
Miami, FL 33157

February 23, 2000

Homestead SEIS, AFBCA/EX
1700 N. Moore Street, Suite 2300
Arlington, VA 22209-2809

To Whom It May Concern

We are residents of unincorporated Miami-Dade County and reside in the Cutler Ridge community, approximately 10 miles north of the former Homestead Air Force Base. This letter is to inform you that we are very concerned with the redevelopment of the former base. Since our community would be affected by anything that is developed on that site, we want to express our absolute opposition to the construction of an airport annex which would be the largest commercial airport next to a national park in the United States hosting 236,000 flights per year (a plane every few minutes) in its first phase. The proposed airport will pollute South Dade's air, water and the natural ecosystem of Everglades and Biscayne National Parks. Our concerns come from the following information obtained from the Miami Group Sierra Club

> The proposed airport will be just 1.5 miles from Biscayne National Park, and 8.5 miles from Everglades National Park. It <u>will not</u> comply with the National Park System's standards for airplane noise in national parks. With one flight overhead almost every minute, there will no longer be a significant "natural quiet" resource left in the two parks
>
> EPA has concluded that HARB's stormwater discharge canal, which leads into Biscayne Bay, is significantly contaminated with heavy metals (e.g. lead) and radioactive contaminants. Polluted runoff into the Bay, a designated Outstanding Florida Water, from development spurred by the proposed airport will increase. Finally, increased air pollution and aerial fuel dumping from the aircraft will double aerial pollutant loadings in parts of the Bay
>
> According to the draft SEIS, the proposed airport will increase local air pollution, including by resulting in emissions of 7 tons of toxic air pollutants, like nitrogen oxides and volatile organic compounds, every day.
>
> The Air Force estimates that thousands of acres of agricultural land and wildlife habitat will be lost to development associated with the airport. Pollution and congestion will increase as the landscape is increasingly paved over and people and industry move in.
>
> Commercial airports pose particular problems for environmental mitigation, as laws make airport growth difficult to control and many regulatory decisions are controlled by aviation safety concerns.
>
> In the draft SEIS, the Air Force concluded that a mixed use alternative, combining commercial and residential uses, posed less environmental impacts than the proposed airport but generated almost as many jobs

It seems that the only justification we have heard for the proposed airport is the perceived need to replace 6,753 jobs lost after Hurricane Andrew wrecked Homestead Air Force Base and displaced 100,000 South Dade residents. The mixed-use alternative has projected that its development would produce 6,800 jobs. While that's half the number the Miami-Dade County's partner Homestead Air Base Development Inc. projects, it is nonetheless a healthy growth that replaces the jobs lost. The redevelopment of Homestead and South Dade is important. Equally important is the protection of national parks and refuges. The Collier proposal satisfies both and as residents of this area, we are in favor of the proposed mixed-use alternative.

We request that you strongly consider the views of the **residents** in Homestead and South Dade in reference to the politicians throughout Miami-Dade County who are in favor of the airport and obviously have ulterior plans to the preservation of the natural environment and very little regard to the congestion, safety and general well-being of their constituents on this end of the County. We feel it is unjustified that Metro-Dade County awarded a long-term lease to a private developer, with no competitive bidding for the airport's development with Homestead Air Base Developers, Inc. ("HABDI"), a politically well-connected corporation without previous aviation experience. This action convinces us that we are correct in believing that the powers of the County are not whole-heartedly concerned about the environment or about creating more jobs for the area but instead are concerned about their back pockets and in getting re-elected.

Please, please, please consider the environment of this area. We feel that if the airport is approved then there will be no natural habitat left in Biscayne and Everglades National Parks to pass on to our children and our children's children. There should never be a commercial airport at the former Homestead Air Base because a multi-billion dollar industrial development in the midst of America's threatened Everglades and Biscayne Bay is an activity that is incompatible with the purposes of our national parks. We believe that the proposed alternative mixed-use would satisfy the stated goals of the Air Force which are to revitalize South Dade's economy while protecting the national parks.

Thank you for your attention.

Sincerely,

Thomas S. Groome

Kimberly V. Groome

Thomas S. Groome
Kimberly V. Groome

9824 SW 195 Street
Cutler Ridge, FL 33157

003414

2013 SE 16 Street
Pompano Beach, FL 33062

February 25, 2000

President William J. Clinton
The White House
Washington, D.C. 20050

Dear President Clinton.

Please do what you can to stop the conversion of the former Homestead Air Force Base to a commercial airport. I am sure you are aware that this would be the closest that any commercial airport is located to any of our national parks. It is near enough to the Everglades that it would be a noise problem, disturbing one of the few tranquil areas in South Florida. In fact it is so close to Biscayne National Park that it violates the FAA recommendations for where to locate an airport! Not only is it within the 10,000 ft recommended for when the will be turbine engines, but is likely to be in the takeoff and landing path which should not be with 5 miles of a wildlife attraction. The same FAA document where I got these facts says that the gulls are the bird most frequently struck by aircraft. Obviously Biscayne National Park has many gulls

Not only is this airport being proposed at an inappropriate location but also the main reason for selecting this site no longer is valid. Following Hurricane Andrew there was great sympathy for the residents of Homestead who had suffered so much devastation. It was though that having a commercial airport would provide jobs to help them recover. In fact Homestead now has one of the lowest unemployment rates in Dade County

Please do not set a precedent by allowing this airport to be constructed so close to National Parks

Respectfully,

Gregory J. Kalmbach

From Phillip D Pace <pdpace@juno.com> on 02/27/2000 02 06 AM GMT

003415

To president@Whitehouse GOV
cc
Subject Stop Homestead Airport

Dear President Clinton,

The Air Force is currently contemplating turning the Homestead Air Force Base into a commercial, international airport This huge airport would be accompanied by large amounts of industrial and suburban sprawl All of this would be just 2 miles from Biscayne National Park and 10 miles from Everglades National Park and Key West Marine Sanctuary.

We are currently spending millions to try and restore the natural habitats in South Florida and this airport would surely make this nearly impossible. The noise pollution, air pollution, lead, heavy metals and other pollution would destroy the neighboring wildlands and devestate wildlife

PLEASE OPPOSE TURNING THE HOMESTEAD INTO AN AIRPORT ANY NEW USE FOR THE BASE SHOULD BE COMPATIBLE WITH PROTECTING THE SOUTH FLORIDA ECOSYSTEM

Thank you,
Darren Pace
627 Hinton Ave
Charlottesville, VA 22902

003116

7960 S.W. 53 Court
Miami, Fl. 33143-5837
March 1, 2000

President William Clinton
The White House
Washington, D. C.

Dear President Clinton,

Your administration must stop the proposed commercial airport being located between two environmentally sensitive national parks at Homestead, Florida. The noise and pollution would be injurious to wildlife and humans visiting the Everglades, and interfere with the silence of a wildlife experience.

There is an alternative proposal for development of the property which will give jobs to the area, but not ruin the parks and the homes and the lives of people living in the area. Hoover-Collier Plan.

I think it would be a black mark on your legacy if this wereallowed to happen.

I have always supported you, and I think you have had a fine administration. It has been a wonder to me how you were able to function so admirably, while being under constant attack for Day One of your administration.

Pleasehelp save the Everglades.

Thank you,
Mary Frances Haynes
Mary Frances Haynes

From: Marc Olson <molson@runestone net> on 03/02/2000 10:48 PM GMT

003117

To President@Whitehouse GOV
cc
Subject: NO to Airport

Dear Mr. President:

Please do not allow a commercial airport on the edge of two of the most beloved and imperiled national parks, The Everglades, and Biscayne, plus the Florida Key National Marine Sanctuary containing the continental united states coral reefs!

Sincerely,

Marc Olson
Box 185
Barrett, MN 56311

- att1 htm

From Janice May <mayjc@musc edu> on 03/02/2000 11:09 PM GMT

003118

To President@Whitehouse GOV
cc
Subject: Homestead Airport Project

Please do not allow a commercial airport to be built on the edge of the Everglades and Biscayne Bay. Too much damage has already been inflicted on this area. And the Florida Key National Marine Sanctuary should be protected The idea that we would endanger the United States' only cora. reefs is unbelievable. I grew up in Miami and have visited the area many times since leaving I would like to go back, but will there be anything worth going back to? Please put a stop to the Homestead Airport Project.

Janice May
1940 Sandcroft Drive
Charleston, SC 29407

From Martan F McUsic <j_m@juno com> on 03/02/2000 11 28 PM GMT 003419

To president@Whitehouse.GOV
cc.
Subject. Homestead Air Force Base, Florida

Dear President Clinton,

The Air Force appears to be moving ahead with their plans to convert Homestead into a very large commercial airport, in spite of the fact that a large airport in the area would endanger three national parks with air pollution and noise pollution You have had an excellent record on environmental issues during your presidency. Let's keep it up by following the advice of Secretary Babbitt, who opposes this conversion If South Florida needs another airport, a better location can be found than Homestead

Sincerely,

James M McUsic

3512 S Joplin Ct

Tulsa OK 74135

7641 SW 53 Avenue
Miami, FL 33143-5929
March 2, 2000

003420

Honorable President Bill Clinton
Washington, DC

Dear President President,

Please do not allow the Homestead Air Base in Homestead, Florida to become a commercial airport There are acceptable alternatives and it will ruin the sanctuaries of Biscayne National Park and Everglades National Park as well as the neighborhoods of the citizens that live in the area

The Democrats are the only national party that is environmentally friendly and I count on you to prevent any harm to these two National Parks by allowing an airport so close to them

Please also ask Vice President Gore to support something other than an airport If you will take this opportunity to prevent an airport, you will enhance your tenure in office and Vice President will enjoy the benefits of your decision I and many of my family and friends will vote for Mr Gore if you can save our National Parks from a commercial airport so near to them

Thank you for listening to my opinion It is shared by ALL of my friends

Very truly yours,

Charles P Munroe

From Aco1212@aol.com on 03/03/2000 12 34 AM GMT

003421

To President@Whitehouse.GOV
cc.
Subject: Homestead Airport Project

Please do not support the Homestead Airport Project. It is too close to two National Parks i e., Biscayne and Everglades, and will threaten the fragile ocean life of the already disappearing coral reefs in the Florida Keys Marine Sancturary

Very sincerely.

Amy Owens
1212 Oak Wood Ct.
Pacifica, CA 94044

From: Luck GS07 Patricia A <LuckPA@beaufort.usmc mil> on 03/03/2000 01:00 PM GMT 003422

To. "President" <President@Whitehouse.GOV>
cc:
Subject: EVERGLADES

Dear President Clinton, I respectfully request you to do all within your power to stop the Air Force's plan to transfer the former Homestead Air Reserve Base to Dade County for development into a major airport

I read an article in today's paper about your plans to protect our coral reefs and other aquatic treasures. Hopefully this will include protection for the Everglades, Biscayne National Parks, and the Florida Keys National Marine Sanctuary. If this huge airport, located between all three parks, is allowed to go forwarded, there will be seven tons of toxic pollutants emitted into the air from flights that will average almost one every minute. The noise pollution will be just as bad.

Please take action quickly and stop this airport

Very respectfully,
Patricia A. Luck
1085 Brownswood Road
Johns Island, SC
29455-3236

Robert P. Shipley
1409 Ranch Rd
Weed, California 96094
Home Phone (530)938-4231

003424

February 26, 2000

President Bill Clinton
The White House
Washington D.C. 20500

Re: Proposed airport at Homestead Air Force Base

Dear President Clinton

Please don't allow the abandoned Homestead Air Force Base to be turned into a commercial airport. The nearby Biscayne and Everglades National Parks would be severely and irreparably damaged by such a development. The resultant sprawl, pollution of air, water and noise would do immeasurable harm to the fragile environment of the parks, as well as to the fish and wildlife. An airport would also diminish the visitor experience at those parks. What is the benefit of attempting to return the water flow to the Everglades at the same time as introducing other environmental harm?

Thank you for your time and consideration, and for doing a great job as president.

Sincerely,

Robert P. Shipley

003426

From: Bill or Carol Steele <scl@uslink.net> on 03/01/2000 04:17 AM GMT

To: President Clinton <president@Whitehouse.GOV>
cc:
Subject: Homestead Air Force Base

29 February 2000

Dear President Clinton

I am writing to ask you not to allow conversion of Homestead Air Force Base into a major international airport.

Location of a busy airport near the Everglades and Biscayne National Parks is a grave threat to the integrity of these parks. An airport is not compatible with the large bird populations of the Everglades. I fear that the safety hazard that vast numbers of birds would pose to the aircraft would ultimately be resolved by the destruction of the bird populations. This is a problem that can be seen clearly in advance. Please work to avoid it.

Sincerely,
Bill Steele
21950 County Road 445
Bovey, MN 55709
e-mail: scl@uslink.net
Bill Steele
21950 County Road 445
Bovey, MN 55709
USA

003427

From: Victor Dover <vdover@doverkohl.com> on 03/01/2000 11:53 AM GMT
Please respond to vdover@doverkohl.com

To: President@Whitehouse.GOV
cc:
Subject: Homestead Air Force Base Conversion

I oppose the conversion of the Homestead Air Force Base into a commercial airport as envisioned by HABDI. Such a plan cannot be appropriate given the site's location, sandwiched between Everglades National Park and Biscayne National Park. Our responsibility to restore and sustain these two national treasures outweighs the other considerations. Please add my name to your growing list of citizens opposed to the airport.

Victor Dover AICP

6227 SW 57th Street
South Miami, FL 33143
vdover@doverkohl.com

- att1.htm

003428

From: "John F. Neville" <jneville@sea-group.com> on 03/01/2000 06:40 PM GMT
Please respond to jneville@sea-group.com

To: Bill Clinton <president@Whitehouse.GOV>
cc:
Subject: Protect the Everglades

Dear President Clinton

Please do not permit the Homestead Air Force Base to become a commercial airport. Doing so would add misery to the already severely threatened Everglades, Biscayne National Park and the Florida Keys National Marine Sanctuary. We need to take actions that protect and restore these precious systems, not destroy them. Besides, as a taxpayer, I do not want to have anything to do with helping install another commercial property in Hurricane Alley.

Sincerely,

John F. Neville
4975 Sleepy Hollow Road
Excelsior, MN 55331
jneville@sea-group.com

003429

From Niki Butcher <nj butcher@worldnet att net> on 03/02/2000 03 28 PM GMT

To President@Whitehouse GOV
cc
Subject Homestead Airport in Florida

It has come to our attention that the democratic party is in favor of making an international airport at what once was the Homestead Air Force Base If the democrats think creating an international airport in the center of two National Parks, and one State Park is a wise concept, then I must rethink my vote in the coming election I am a registered Democrat and I was going to vote for Gore in the coming election, but now I'm thinking that there is no way I can do that if the democratic party thinks it is fine to locate an international airport in the center of the wilderness

Here in Florida we are keenly aware of our environment because it is one of the many reasons people flock to Florida and thus create a good economy here If we destory the beauty of our wilderness areas because we are trying to accommodate more people, we will be defeating the reason why people come here

If another airport is needed there are several other locations available Making an international airport in Homestead would be a very sad comment on the moral condition of our society, and the democrats in particular

Niki Butcher
52268 Tamiami Trail
PO61 Box16
Ochopee, Fl 34141

003430

From RDubaSoDak@aol.com on 03/02/2000 10:08 PM GMT

To President@Whitehouse GOV
cc
Subject Homestead Air Force Base

Dear President Clinton,

I am writing to express my opposition to the Air Force's plan to transfer the former Homestead Air Reserve Base to Dade County for development into a major international airport, and to ask you to stop this plan from going forward

As the Air Force's recently completed Supplemental Environmental Impact Statement and other studies concerning the Homestead airport project show, this airport would have devastating consequences for adjacent Everglades and Biscayne National Parks We cannot accept that our national parks should be used as dumping grounds for aircraft noise and other toxics We cannot accept your support for the transfer of federal property to enhance industrial development at the edge of our national parks that will inevitably lead to secondary impacts like suburban sprawl

The Air Force study also concludes that there is a realistic alternative to the airport such as developing the site for mixed commercial and residential use, that would create nearly as many jobs and would have significantly less harmful environmental consequences

The Everglades, Biscayne Bay, and the Florida Keys are unique and vital parts of America's natural history far too important to be sacrificed for an airport. I believe there are places where the natural quiet of the world must be preserved, values like quiet are protected by the Organic Act.

Please instruct the Air Force to follow the advice of Interior Secretary Babbitt and EPA Administrator Browner, and follow my wishes and the wishes of most Americans who treasure their national parks. Abandon this airport development plan

Sincerely,
Roger L Duba
2802 Las Gallinas Ave.
San Rafael, CA 94903

003431

From Loba@aol.com on 03/02/2000 10 43 PM GMT

To President@Whitehouse.GOV
cc
Subject PLEASE SAVE THE EVERGLADES, MR PRESIDENT

Dear President Clinton,

I am writing to express my opposition to the Air Force's plan to transfer the former Homestead Air Reserve Base to Dade County for development into a major international airport, and to ask you to stop this plan from going forward

As the Air Force's recently completed Supplemental Environmental Impact Statement and other studies concerning the Homestead airport project show, this airport would have devastating consequences for adjacent Everglades and Biscayne National Parks We cannot accept that our national parks should be used as dumping grounds for aircraft noise and other toxics. We cannot accept your support for the transfer of federal property to enhance industrial development at the edge of our national parks that will inevitably lead to secondary impacts like suburban sprawl

The Air Force study also concludes that there is a realistic alternative to the airport, such as developing the site for mixed commercial and residential use, that would create nearly as many jobs and would have significantly less harmful environmental consequences.

The Everglades, Biscayne Bay and the Florida Keys are unique and vital parts of America's natural history far too important to be sacrificed for an airport I believe there are places where the natural quiet of the world must be preserved values like quiet are protected by the Organic Act

Please instruct the Air Force to follow the advice of Interior Secretary Babbitt and EPA Administrator Browner and follow my wishes and the wishes of most Americans who treasure their national parks Abandon this airport development plan

Sincerely,

LINDA DYNEK
528 Cypress Ave
Batavia, IL 60510

003432

From Taxhlee@aol.com on 03/04/2000 12 42 PM GMT

To president@Whitehouse.GOV
cc
Subject: Preservation of the natural environment

Dear President Clinton,
Please help to preserve the Florida Everglades, Biscayne Park and the Marine Sanctuary by stopping the construction of a commercial airport in Homestead, Florida
Please continue your good efforts on behalf of our natural environment.
Thank you,
Leila Globe, 1208 Marine Way, North Palm Beach, Florida.

From: Suzyloon@aol.com on 03/04/2000 05:50 PM GMT

003433

To: president@Whitehouse.GOV
cc:
Subject: Everglades

Sue Hale-deseve
27 Riverhill Ave
Penacook, NH 03303

President Clinton
The White House
Washington, DC 20500

March 4, 2000

Dear President Clinton,

Please, please, please help the birds and animals that are still alive in southern Florida by protecting the Everglades and Biscayne national parks. Do NOT revamp the Homestead Air Force Base into a commercial airport. Another airport is not needed in southern Florida and if you allow for this development of a commercial airport unacceptable, permanent impacts would occur at two of America's treasured national parks as well as the Florida Keys National Marine Sanctuary. Help protect the southern Florida area for the birds and animals as well as the tourists who visit that area in order to see the wildlife.

Sincerely,

Sue Hale-deSeve

003434

Dear President Clinton. 2-18-00

Congratulations on your caring for the Earth and future generations by signing more wilderness into protection! Hurray! Thank you!

Here's another one. protect precious Everglades and Biscayne national Parks. Do not revamp Homestead Air Force Base into a commercial airport - a use that would cause unacceptable, permanent impacts to two treasures, as well as Florida Keys Nat'l Marine Sanctuary.

Barbara Helser
Barbara Helser
3626 Howard Rd
Erie, PA 16508

003435

"There are no other Everglades" is a phrase that please has been tossed about with ambiguous meaning. There now become aware of another of Earth's that wonderfully unique natural playground for millions of birds and sea creatures not to mention the diverse flora. The planned Air Force expansion in the area seems perverse given the questionable need for such expansion and the fragile nature of the already badly injured ecosystem. A quick look at the pictures of the Everglades from years past is enough to know of the problems of human encroachment. This is a great opportunity and I urge you to assert that we will not persecute the ONLY Everglades.

Christopher Atkins

003437

February 25, 2000

President Clinton
the White House
Washington, D.C. 20500

Dear President Clinton.

I wish to send Congratulations and thank you for the designation of the three new national monuments and the expansion of a fourth — a gift to future generations.

I, also, wish to ask you to protect the precious Everglades and Biscayne National Parks. Do not allow the Homestead Air Force Base to become a commercial airport. It would cause serious impacts to two of America's treasured national parks as well as the Florida Keys National Marine Sanctuary.

The beauty of our nation needs to be preserved for future generations.

Sincerely
Louise J. Brook

003438

3-26-00

President Clinton,

Please protect the Everglades and Biscayne national parks by not allowing the revamping of Homestead Air Force Base into a commercial airport. This move would cause unacceptable, permanent impacts to two of America's most treasured national parks as well as the Florida Keys National Marine Sanctuary. Once the Everglades are gone, we will never get them back.

Thank you for your consideration of my views on this matter.

Sincerely,
Laura Chaudhary

003439

March 3, 2000

Pres. William Clinton
The White House
Washington, D.C. 20500
Dear Mr. President!

Please do not permit a commercial airport to be built on the edge of two of America's most loved national parks - Everglades and Biscayne, and the Florida Key National Marine Sanctuary, containing the continental United States' only coral reefs!

I oppose the Air Force's plan to transfer the former Homestead Air Reserve Base to Dade County for development into a major international airport. I hope you will stop this plan from being implemented! As the SEIS shows, the Homestead airport would have devastating consequences for nearby Everglades and Biscayne National Parks!! Visiting the parks would be less attractive to me and to others!

Sincerely,
M. Ruth N'swander
629 Barbera
Davis, Ca. 95616

003440

March 4, 2000

Dear President Clinton:

Please protect Everglades and Biscayne national parks. To convert abandoned Homestead Air Force Base into an international and cargo airport just a few miles from these national parks would be a huge mistake. This move would have a terrible ecological impact on these two national parks as well as the Florida Keys National Marine Sanctuary.

Mr President, if you haven't yet made your decision please make it in favor of protecting Everglades and Biscayne national parks from the congestion, noise, and pollution that would result from building an international and cargo airport in the nearby vicinity of these parks.

Thank you,
Kimie Gill

003441

March 5, 2000

Dear President Clinton,

Please DO NOT allow the Air Force to build an airport at the environmental sensitive Everglades in the FL state, or the Biscayne area. Bruce Babbit and the EPA administrator have both demonstrated the huge negative impacts this airport will cause!

Sincerely,
Melanie Roberts
and
Dragland Poole of
1103 Walnut St.
Louisville, GA
30434

Sample Letters, Postcards, and Petitions

Date: _____

To: Homestead SEIS
AFBCA/EX
1700 N. Moore Street
Suite 2300
Arlington, VA 22209-2802

FAX: (703) 696-8828

From:

Name: _____

Address: _____

City/State/Zip: _____

I am writing this letter to tell you that I support the Collier/Hoover mixed use development plan for Homestead Air Force Base. The Collier/Hoover mixed use alternative development offers a partnership between the environment and the economy. Through creation of a visitor attraction, educational facility and business center, the project will bring jobs and dollars to South Dade without harming the national parks. Please support this proposal.

Sincerely,

Sample Letter 1: 494 received

Date: _____

To: Homestead SEIS
AFBCA/EX
1700 N. Moore Street
Suite 2300
Arlington, VA 22209-2802

FAX: (703) 696-8828

From:

Name: _____

Address: _____

City/State/Zip: _____

I am writing this letter to tell you that I support the Collier/Hoover mixed use development plan for Homestead Air Force Base. I like this plan because it will protect the environment *and* provide jobs for people. It will also teach people about the oceans and coral reefs.

Sincerely,

Sample Letter 2: 11 received

Written Comment Sheet – Hoja para Comentarios por Escrito
Public Hearings for Homestead Draft SEIS – Audiencias Pulicas para el Borrador SEIS de Homestead

Thank you for your input
Gracias por su participacion

DATE/FECHA: _____

PLEASE PRINT/FAVOR DE ESCRIBIR CLARAMENTE

_____
_____
_____
_____
_____
_____
_____
_____
_____

******CONTINUE ON BACK FOR MORE SPACE******
******CONTINUE AL DORSO PARA MAS ESPACIO******

I _____ support the Dade County Airport for Homestead.

NAME/NOMBRE: _____

ADDRESS/DIRECCION: _____

CITY/CIUDAD: _____

STATE, ZIP CODE/ESTADO, ZONA POSTAL _____

Comments will be published in the Final SEIS. Please do not include personal address if you would object to seeing it in the Final SEIS. Providing this information will be considered consent to publish it.

Se publicaran sus comentarios en el SEIS FINAL. Favor de no incluir su direccion personal si no desea que esta aparezca en el SEIS FINAL. El hecho de proprecionar esta informacion es considerado como su consentimiento para publicarla.

Please hand this form in or MAIL BEFORE March 7, 2000 to:
Favor de entregar esta forma o ENVIARLA POR CORREO ANTES de 7 marzo del 2000 a:

Homestead SEIS
AFBCA/EX
1700 N Moore St Suite 2300
Arlington, VA 22209-2802
FAX 703-696-8828

Visit us on the WEB @ www.Homesteadairport.com

Sample Letter 3: 11 received

Homestead SEIS
AFBCA/EX
Suite 2300
1700 North Moore Street
Arlington, VA 22209-2802

Dear U.S. Air Force:

I oppose the development of a commercial airport at the Homestead Air Base. I believe it will cause unacceptable pollution and noise in adjacent Everglades and Biscayne national parks, not only despoiling these natural treasures but harming our national initiative (paid for by the taxpayers) to restore them.

As a less environmentally harmful alternative, I would support the development of mixed commercial and residential uses at the Homestead base.

The Air Force must ensure that this federal property does not become a vehicle for the destruction of some of this country's most precious and unique natural resources.

Please consider this my formal comment regarding the draft Supplemental Environmental Impact Statement for the redevelopment of the Homestead base.

Sincerely,

Sample Letter 4: 25 received

Homestead SEIS
AFBCA/EX
1700 North Moore Street, Suite 2300
Arlington, VA 22209-2802

Dear SEIS Contact:

I am a resident/homeowner in the Florida Keys. Many of us are gravely concerned about the environmental destruction that will most surely be caused by the Air Force's proposed transfer of the Homestead Air Reserve Base in Florida to Miami-Dade County for development of a large commercial airport. We strongly believe that the development of a commercial airport at the Homestead site will cause unacceptable amounts of noise and air pollution to this area.

The alternative proposals for the development of the Homestead base include a mixed commercial and residential plan that would be far more compatible with the adjacent national parks, while still providing an economic boost to the local area. Also, there appears to be alternative sites for development of additional commercial airport capacity in South Florida.

We urge you to consider the alternatives to the commercial airport option so we may preserve the unique environmental treasure to the Biscayne and Everglades National Parks.

In advance, we thank you for your time and consideration.

Sincerely,

Printed Name: _____

Address: _____

_____

Sample Letter 5: 23 received

February 6, 2000

U.S. Air Force
Homestead SEIS
AFBCA/EX
1700 North Moore Street,
Suite 2300
Arlington, VA 22209-2802

Dear Sirs,

I strongly urge you not to adopt the H.A.D.I. Plan to construct a commercial airport at the existing HAFB located in southeast Dade County for the following reasons:

The H.A.D.I. Plan does not address the economic impact on the Florida National Marine Sanctuary or the nearby coral reefs.

The jobs created by the Hoover Collier Plan will be available to the semi-skilled people of Homestead and Florida City without special training.

The alternate plans can proceed immediately without legal action, thereby providing economic relief to southeast Dade County sooner than the H.A.D.I. Plan.

If we ruin what people come to south Florida for, by the adverse effects of a commercial airport, then all the people of south Florida will lose.

Because the H.A.D.I. Plan lacks a long term vision regarding environmental impact on our coral reefs, noise levels, and future tourism, I urge you to **vote "NO"** on the plan to develop a commercial airport in southeast Dade County and choose an alternate plan such as the Hoover Collier Proposal.

Yours truly,

_____
signature

_____
print your name

_____
address

_____
city, state, zip

_____
telephone number

Sample Letter 6: 31 received

February 29, 2000

AFBCA/EX
1700 N. Moore Street, Suite 2300
Arlington, VA 22209-2802

To Whom This May Concern,

As a resident of Homestead, I am deeply opposed to the conversion of from what was once Homestead Air Force Base into a commercial/cargo airport.

The mayor of Homestead, Steve Shiver, has turned a deaf ear to the anti-airport majority. Instead, he has chosen to represent this community as being in support. Nothing could be further from the truth!

I believe such a move would be disastrous to our Everglades National Park and Biscayne National Monument. In addition, I believe also by doing so would set a dangerous precedent for allowing development near or in our other national parks.

In a letter dated August 10, 1999, to the Attorney General of the United States, Janet Reno, the law firm of Verner, Liipfert, Bernhard, McPherson and Hand petitioned the Justice Department for Extraordinary Relief for the Cities of Homestead anf Floida City. Sadly, in that letter, environmentalist were represented to be white, middle class racists, who use environmental causes to suppress minorities. I take great offense at this law firm's slanderous argument and interpretation of the Environmental Justice Law. This is outrageous! I am not a racist, I am simply a person who moved to Homestead to enjoy the beauty, quiet, and calm of the community, and wish only to keep it this way.

I understand the need for some developement here in South Dade County, Florida, but an airport would only destroy what South Florida is famous for: the Everglades, Biscayne National Park, our beautiful beaches and wild life. I encourage the acceptance of the Colier/Hoover plan. This alternative proposed plan includes a golf course, hotel, business offices and would pose considerably less negative environmental and social impact than the commercial/cargo airport.

Please, for all that is beautiful in South Florida, I beg your intercession in this matter. Please dissuade the United States Air Force of approving the Homestead Air Force Base acreage for an airport.

Sincerely,

Sample Letter 7: 4 received

Feb 10, 2000

U.S. Air Force
Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

To Whom It May Concern:

I live at Keys Gate, located in Homestead, Florida. I wish to express my opinion concerning the development of the old Homestead Air Force Base property. I DO NOT WANT a commercial airport built on that property. I firmly believe it will damage our environment with pollution and extreme noise. I favor the Collier/Hoover Proposal.

Thank you for you attention.

_____
Name

_____
Address

_____

Sample Letter 8: 18 received

February 1, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

Dear SEIS Contact:

I am a homeowner in South Miami-Dade County. As a resident I am gravely concerned about the environmental destruction that will most surely be caused by the Air Force's proposed transfer of the Homestead Air Reserve Base in Florida to Miami-Dade County for development of a large commercial airport. We strongly believe that the development of a commercial airport at the Homestead site will cause unacceptable amounts of noise and air pollution to this area.

The alternative proposals for the development of the Homestead base include a mixed commercial and residential plan that would be far more compatible with the adjacent national parks, while still providing an economic boost to the local area. Also, there appears to be alternative sites for development of additional commercial airport capacity in South Florida.

We urge you to consider the alternatives to the commercial airport option so we may preserve the unique environmental treasure of the Biscayne and Everglades National Parks.

In advance, we thank you for your time and consideration.

Sincerely,

Sample Letter 9: 9 received

February 23, 2000

Homestead SEIS
AFBCA/EX
1700 N. Moore St., Suite 2300
Arlington, VA 22209-2802
FAX 703-696-8828

Dear Federal Officials

As a resident of the Miami Lakes community, I fully support the conveyance of the former Homestead Air Force Base to Miami-Dade County. The proposed Homestead Regional Airport will be an invaluable aviation asset for this community, and it rightfully should be conveyed to the people of Miami-Dade County

The Supplemental Environmental Impact Statement (SEIS) indicates that the development of a commercial airport, the Proposed Action, may result in minimal environmental impacts. According to the SEIS, the County has stipulated to specific mitigation measures to address these minimal impacts. Further, the SEIS recognizes the existence of a civil aviation need in South Florida and notes that the Homestead facility is uniquely suited to accommodate all types of aircraft in the civil fleet

It is time to convey the facility to Miami-Dade County. Further delay will only hinder prudent planning for the future aviation needs of our community. The County has sought a commercial reliever airport for the past 20 years. I encourage you to now make the right decision and convey Homestead Air Force Base to Miami-Dade County.

Sincerely,

Sample Letter 10: 31 received

February 1, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

Dear SEIS Contact:

I am a homeowner in the Ocean Reef Community [member of the Ocean Reef Club], which is located on the northern end of the island of Key Largo in the Florida Keys. All of us at Ocean Reef are gravely concerned about the environmental destruction that will most surely be caused by the Air Force's proposed transfer of the Homestead Air Reserve Base in Florida to Miami-Dade County for development of a large commercial airport. We strongly believe that the development of a commercial airport at the Homestead site will cause unacceptable amounts of noise and air pollution to this area.

The alternative proposals for the development of the Homestead base include a mixed commercial and residential plan that would be far more compatible with the adjacent national parks, while still providing an economic boost to the local area. Also, there appears to be alternative sites for development of additional commercial airport capacity in South Florida.

We urge you to consider the alternatives to the commercial airport option so we may preserve the unique environmental treasure to the Biscayne and Everglades National Parks.

In advance, we thank you for your time and consideration.

Sincerely,

Sample Letter 11: 444 received

To whom it may concern:

I am writing this letter to express outrage at the proposed airport in Homestead. The Everglades, the Florida Keys, and all of Biscayne Bay represent the only natural resources for South Floridian to enjoy in our free time. **To locate an Airport within this landscape would be criminal.**

Many of us have spent years on Biscayne Bay, boating and fishing, canoeing and kayaking. It is one of the most beautiful landscapes the world has to offer. This Airport proposal would start the erosion of the quality of life that has made South Florida a fantastic place to live. Anyone who has ever gone boating or canoeing understands that solitude from our industrial lives is the very thing that makes the experience worth repeating. It is the solitude that frees our minds to explore new ideas and thoughts.

This airport proposal would be an irreversible decision that will forever haunt the lives of all those living in Southern Florida.

Additionally, those developers who would have development rights over the site have gained this right only through political favors and backhanded maneuvers. This group should never be allowed to take control of this site.

I urge you to make the intelligent decision and bypass the Airport proposal.

Sincerely,

Sample Letter 12: 6 received

February 26, 2000

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington, VA 22209-2802

Dear SEIS Contact:

I am greatly concerned about the proposed transfer of the Homestead Reserve Base to Miami-Dade County for development of a large commercial airport. Such action will ultimately, dangerously pollute two neighboring National Parks, namely Biscayne Bay and the Everglades.

A recent article in the MIAMI HERALD states: "The Everglades restoration plan is expected to cost $7.8 billion - a price tag that works out to about $400 million a year." Certainly such expenditures indicate major projects by the Federal Government and State of Florida. What happens, one might ask, when air pollution, noise pollution and probably water pollution commence from the projected heavy use of the airport, and degradation of the National Parks and surrounding farmland begins!

To me, it would appear to be counterproductive and generally a real mess particularly since a viable, nonpolluting, huge job creating alternative has already been offered in opposition to airport expansion. Please consider this alternative carefully as well as any other proposals which will serve to save both our National Parks and surrounding farmlands from gradual deterioration affecting many homeowners in the area.

Thank you and your affiliates for your consideration.

Very truly yours,

Sample Letter 13: 5 received

Homestead SEIS
AFBCA/EX
1700 North Moore Street
Suite 2300
Arlington VA 22209-2802

I am writing to express my opposition to the Air Force's plan to transfer the former Homestead Air Reserve Base to Dade County for development into a major international airport.

As the Air Force's recently completed Supplemental Environmental Impact Statement and other studies concerning the Homestead project show, this airport would have devastating consequences for adjacent Everglades and Biscayne national parks. The Air Force study also concludes that alternatives to the airport, such as developing the site for mixed commercial and residential use, would have significantly less harmful consequences.

The Everglades, Biscayne Bay, and the Florida Keys are unique and treasured parts of America's natural history far too important to be sacrificed for an airport.

The Air Force should follow the advice of Interior secretary Babbitt and EPA administrator Browner and the wishes of many, many Americans and abandon this airport development plan.

Thank you for considering my comments.

Sample Letter 14: 102 received

February 20, 2000

Defense Secretary William S. Cohen
1000 Defense Pentagon
Washington, DC 20301
www.defenselink.mil/faq/comment/html

Dear Mr. Cohen:

I urgently need your help to stop the construction of a major commercial airport just a few miles from two national parks. I am a resident/homeowner in the beautiful Florida Keys. Many of us are gravely concerned about the environmental destruction that will most surely be caused by the Air Force's proposed transfer of the Homestead Air Reserve Base in Florida to Miami-Dade County for development of a large commercial airport. We strongly believe that the development of a commercial airport at the Homestead site will cause unacceptable amounts of noise and air pollution to this area.

The alternative proposals for the development of the Homestead base include a mixed commercial and residential plan that would be far more compatible with the adjacent national parks, while still providing an economic boost to the local area. Also, there appears to be alternative sites for development of additional commercial airport capacity in South Florida.

We urge you to consider the alternatives to the commercial airport option so we may preserve the unique environmental treasure to the Biscayne and Everglades National Parks.

In advance, we thank you for your time and consideration.

Sincerely,

Printed Name: _____

Address: _____

_____

Sample Letter 15: 30 received

Dear Honorable _____

We urgently need your help to stop the construction of a major commercial airport just a few miles from two national parks. In addition to being a resident of _____, I am a member at [I have a home at] Ocean Reef in Key Largo, Florida. We, of the Ocean Reef community, are gravely concerned about the environmental repercussions of the Air Force's proposed transfer of the Homestead Air Reserve Base in Florida to Miami-Dade County for development of a large commercial airport. It is no exaggeration to say that such an airport would dangerously pollute two neighboring national parks, Biscayne National Park and Everglades National Park, along with at least a half-dozen other protected natural areas in this unique part of the country.

We strongly believe that the development of a commercial airport at the Homestead site will cause unacceptable amounts of noise and air pollution to this area. There are alternative proposals to develop the Homestead base for mixed commercial and residential uses that would be far more compatible with the adjacent national parks, while still providing an economic boost to the local area. Also, there appear to be alternative sites for development of additional commercial airport capacity in South Florida.

Under the Air Force's draft environmental impact study, the commercial airport is estimated to have over 230,000 annual operations. The result is almost one flight every two minutes over the Everglades, Biscayne National Park and our community. The commercial airport will result in tons of toxic air emissions daily (much of which will be deposited into Biscayne Bay), lead and other hazardous chemicals washing into the soil and water, and thousands of acres of land and wildlife habitat paved over into industrial and residential sprawl.

The public comment period for the Air Force's draft environmental study closes on March 7, 2000. The Air Force may soon thereafter make its decision about what alternative it will choose. We urge you to express your concerns to the Air Force and the Clinton Administration regarding the proper use of the Homestead base. We hope you will speak forcefully in opposition to the proposed commercial airport and in support of a more reasonable development project for Homestead, which strikes a balance between needed economic development and preservation of our national environmental treasures.

In advance, we thank you for your time and interest in this important issue.

Sincerely,

Sample Letter 16: 114 received

Dear President Clinton,

My name is _____, and I am in the 6th grade at Westview Middle School in Miami, Florida. We are learning about the expansion of the Homestead Air Force Base. We do not believe that it is necessary to expand the Air Force Base/Airport. It will pollute our Everglades, our air, and our water. There also can be a nuclear explosion at Turkey Point, a nuclear power plant, if a plane crashes into it. We believe that there are alternatives.

The birds can die just for noise pollution the air will be polluted because of smoke that will kill animals, plants and people. The water will be contaminated with toxics and that would be the end of the Everglades.

I really think animals have rights. We shouldn't take away from them because of our needs only.

May you please do something about it. We hope you bring somebody from the Air Force to talk about it. Please respond quickly.

Sincerely,

Sample Letter 17: 63 received

Dear Honorable _____

We urgently need your help to stop the construction of a major commercial airport just a few miles from two national parks. As a resident of South Miami-Dade County, Florida, I am gravely concerned about the environmental repercussions of the Air Force's proposed transfer of the Homestead Air Reserve Base in Florida to Miami-Dade County for development of a large commercial airport. It is no exaggeration to say that such an airport would dangerously pollute two neighboring national parks, Biscayne National Park and Everglades National Park, along with at least a half-dozen other protected natural areas in this unique part of the country.

We strongly believe that the development of a commercial airport at the Homestead site will cause unacceptable amounts of noise and air pollution to this area. There are alternative proposals to develop the Homestead base for mixed commercial and residential uses that would be far more compatible with the adjacent national parks, while still providing an economic boost to the local area. Also, there appear to be alternative sites for development of additional commercial airport capacity in South Florida.

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The public comment period for the Air Force's draft environmental study closes on March 7, 2000. The Air Force may soon thereafter make its decision about what alternative it will choose. We urge you to express your concerns to the Air Force and the Clinton Administration regarding the proper use of the Homestead base. We hope you will speak forcefully in opposition to the proposed commercial airport and in support of a more reasonable development project for Homestead, which strikes a balance between needed economic development and preservation of our national environmental treasures.

In advance, we thank you for your time and interest in this important issue.

Sincerely,

Sample Letter 18: 9 received

Name: _____

Address: _____

City/State/Zip: _____

Dear U.S. Air Force:

I oppose the development of a commercial airport at the Homestead Air Base. I believe it will cause unacceptable pollution and noise in adjacent Everglades and Biscayne national parks, not only despoiling these natural treasures but harming our national initiative, paid for by the taxpayers, to restore them. As a less environmentally-harmful alternative, I support the development of mixed commercial and residential uses at the Homestead base.

The Air Force must ensure that this federal property does not become a vehicle for the destruction of some of this country's most precious and unique natural resources. Please consider this my formal comment regarding the draft Supplemental Environmental Impact Statement for the redevelopment of the Homestead base.

HOMESTEAD SEIS
AFBCA/EX
1700 NORTH MOORE STREET
SUITE 2300
ARLINGTON, VA 22209-2802

Sincerely, _____
NAME, ADDRESS, AND SIGNATURE REQUIRED

5,059 postcards received

001001

February 4, 2000

U.S. AIR FORCE
HOMESTEAD SEIS
AFBC/A/EX
1700 NORTH MOORE STREET
SUITE 2300
ARLINGTON,VA 22209-2802

PRESIDENT WILLIAM CLINTON
THE WHITE HOUSE
1600 PENNSYLVANIA AVE
WASHINGTON, DC 20500

RE: PROPOSED HOMESTEAD AIR FORCE BASE

DEAR SIRS/MADAM:

WE ARE WRITING THIS LETTER TO IMPLORE YOU TO RECONSIDER CONSTRUCTING A COMMERCIAL AIRPORT AT THE SITE OF THE HOMESTEAD AIR FORCE BASE. CONSIDER THE FOLLOWING FACTS;

1. FOR YEARS THE FRAGILE ENVIRONMENT OF THE BISCAYNE NATIONAL PARK AND THE ONLY LIVING REEF IN THE U.S. HAS HAD TO CONTEND WITH THE MILLIONS OF GALLONS OF CHEMICALS THAT THE SUGAR INDUSTRY OF FLORIDA HAS DUMPED INTO THE WATERS OF THE FLORIDA KEYS.

   HAVE YOU SEEN THE DAMAGE THAT HAS BEEN DONE TO THE BEAUTY OF BISCAYNE BAY AND THE DAMAGE TO THE ALREADY ENDANGERED WILDLIFE THERE???????

2. NOW YOU ARE PROPOSING TO ADD TO THIS ALREADY ENDANGERED NATIONAL PARK AND MARINE SANCTUARY WE HAVE TRIED SO HARD TO PROTECT AND PRESERVE FOR THE CHILDREN TO COME, WITH AN AIRPORT WHICH WILL DUMP MILLIONS OF GALLONS OF DIESEL FUEL AND TOXIC WASTES TO THE ALREADY MILLIONS OF WASTES FROM THE SUGAR INDUSTRY WHICH WILL DESTROY EVEN MORE OF OUR PROTECTED AND ENDANGERED SANCTUARIES.

PETITION TO STOP THE CONSTRUCTION OF THE HOMESTEAD AIRPORT

Petition: 49 signatures

002028

162 Sapodilla Dr.
Islamorada, Florida 33036
305-517-9694
EMAIL: [illegible]

February 29, 2000

HOMESTEAD DRAFT SEIS
AFBCA/PA
1700 N. Moore St.
Suite 2300
Arlington, Va. 22209-2802

Registered Mail

Gentlemen:

Enclosed please find 97 signatures on twenty petitions urging that the former Homestead Air Force Base not be developed as an operating airport or spaceport and a less intense development be approved. Additionally, these 97 individuals point out that the Draft SEIS fails to consider important factors relative to the Florida Keys.

Please enter these into the public record and your consideration of the disposal of the former air base. Thank you.

Sincerely,

John C. Verdon

Cc: Governor Jeb Bush
Senator Connie Mack
Senator Bob Graham
Representative Peter Deutsch
Senator Daryl L. Jones
Representative Ken Sorenson
Vice President Al Gore

PETITION OPPOSING DEVELOPMENT OF THE FORMER HOMESTEAD AIR FORCE BASE AS AN OPERATING AIRPORT OR SPACEPORT

TO: HOMESTEAD DRAFT SEIS
AFBCA/PA
1700 N. MOORE ST., SUITE 2300
ARLINGTON, VA. 22209-2802

PETITION PREPARED BY:
John Verdon, Islamorada, Fl.

CIRCULATED BY:

(Name, address)

COPIES TO ELECTED OFFICIALS

Gentlemen:
We are opposed to the development of the former Homestead Air Force Base as an operating airport or a spaceport and request that a less intense development option be approved. Please enter this petition in the public record in your consideration of this matter. Thank you.

1. The airport and spaceport development plans will:
   A. Increase air, water, noise and other environmental pollution in the Florida Keys and surrounding area.
   B. Cause secondary development which will impede evacuation in the event of hurricanes, endangering the lives of Keys residents.
   C. Be detrimental to the existing way of life for persons living in the Keys due to the negative impact on fishing, tourism, and quality of life.
2. The Draft Supplemental Environmental Impact Statement fails to consider:
   A. The impact of the airport/spaceport development on the Florida Keys and the Florida Keys National Marine Sanctuary and ignores the State of Florida's designation of the Keys as an area of "Critical State Concern".
   B. The impact of the airport/spaceport development and related secondary development (i.e. increased population density and increased traffic) on hurricane evacuations.

DATE	PRINT NAME	SIGNATURE	ADDRESS	Been Voted York

Petition: 97 signatures

002143

Memorandum

To: US Air Force
CC: Vice President Al Gore
From: Girl Scout Troop 78 of Tropical Florida
Date: 3/5/00
Re: Proposed Homestead Airport

Attached you will find a petition signed by the members of Girl Scout Troop 78 of Florida and their parents and siblings.

As residents of South Florida we appreciate and respect our environment. We all feel that the proposed plan for Homestead Airport would cause irreparable damage to our frail ecosystem. Today we were fortunate enough to tour the Everglades and felt strongly about its preservation - so strongly that we wrote and signed the petition!

Please remember that our decisions will affect the children who are signing this petition.

Sincerely,

Lorna Escoffery

Dear Al Gore et al,

We are writing this letter to object to the use of our Everglades in Homestead FL as an airport. We need our Everglades as an important resource. We are Brownie Scout Troop #78. Please save the Everglades for our future.

Petition: 20 signatures

PETITION DRIVE FOR REGIONAL AIRPORT AT HOMESTEAD AIR FORCE BASE

I am in favor of a commercial airport at the former Homestead Air Force Base because it will create 38,000 jobs and over $1 billion in earnings for Miami-Dade County. Our community needs a reliever airport. The most recent environmental study released by the Air Force and the Federal Aviation Administration confirms that an airport is needed, that Homestead is the only feasible site, and that the airport will not harm the environment.

Petition: 1,089 signatures

PETITION OPPOSING DEVELOPMENT OF THE FORMER HOMESTEAD AIR FORCE BASE AS AN OPERATING AIRPORT OR SPACEPORT

TO: HOMESTEAD DRAFT SEIS
AFBCA/PA
1700 N. MOORE ST., SUITE 2300
ARLINGTON, VA. 22209-2802

COPIES TO ELECTED OFFICIALS

PETITION PREPARED BY:
John Verdon, Islamorada, Fl.

CIRCULATED BY:

(Name, address)

Gentlemen:
We are opposed to the development of the former Homestead Air Force Base as an operating airport or a spaceport and request that a less intense development option be approved. Please enter this petition in the public record in your consideration of this matter. Thank you.

1. The airport and spaceport development plans will:
   A. Increase air, water, noise and other environmental pollution in the Florida Keys and surrounding area.
   B. Cause secondary development which will impede evacuation in the event of hurricanes, endangering the lives of Keys residents.
   C. Be detrimental to the existing way of life for persons living in the Keys due to the negative impact on fishing, tourism, and quality of life.
2. The Draft Supplemental Environmental Impact Statement fails to consider:
   A. The impact of the airport/spaceport development on the Florida Keys and the Florida Keys National Marine Sanctuary and ignores the State of Florida's designation of the Keys as an area of "Critical State Concern".
   B. The impact of the airport/spaceport development and related secondary development (i.e. increased population density and increased traffic) on hurricane evacuations.

DATE	PRINT NAME	SIGNATURE	ADDRESS	REGIS. VOTER Y or N

Petition: 72 signatures

Protect our national parks!
No Commercial Airport at Homestead ARB

We the undersigned urge the United States Air Force to abandon a commercial airport at Homestead Air Reserve Base and implore you to consider alternative proposals without harming our quality of life and our national parks.

PRINT CLEARLY Name	PRINT CLEARLY Address	PRINT CLEARLY City	St	PRINT CLEARLY Zip	PRINT CLEARLY Phone	PRINT CLEARLY Email

Petition: 2,466 signatures

Petition

Yes, I want to stop a proposed Commercial Airport in Homestead.

PLEASE PRINT CLEARLY AND LEGIBLY.

Name	Address	Phone	Fax	E-mail

Petition: 146 signatures

PETITION DRIVE FOR REGIONAL AIRPORT AT HOMESTEAD AIR FORCE BASE

I am in favor of a commercial airport at the former Homestead Air Force Base because it will create 38,000 jobs and over $1 billion in earnings for Miami-Dade County. Our community needs a reliever airport. The most recent environmental study released by the Air Force and the Federal Aviation Administration confirms that an airport is needed, that Homestead is the only feasible site, and that the airport will not harm the environment.

Signature:	Name:	Address:

Petition: 3,723 signatures